

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION
FOR IRELAND.

BANKING, RAILWAY, AND SHIPPING
STATISTICS, IRELAND.

[JUNE, 1906.]



Presented to both Houses of Parliament by Command of His Majesty.



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To

HIS EXCELLENCY JOHN CAMPBELL, EARL OF ABERDEEN, Lord
Lieutenant-General and General Governor of Ireland.

MAY IT PLEASE YOUR EXCELLENCY,

I am directed by the Vice-President to submit to Your
Excellency the following Report on the Banking, Railway, and
Shipping Statistics of Ireland for the half-year ended the 30th
June, 1906.

I have the honour to remain,

Your Excellency's faithful Servant,

T. P. GILL,

Secretary.

DEPARTMENT OF AGRICULTURE,

AND TECHNICAL INSTRUCTION FOR IRELAND,

UPPER MERRION STREET,

DUBLIN, 3rd November, 1906.

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BANKING, RAILWAY, AND SHIPPING STATISTICS, IRELAND

(JUNE, 1906).

REPORT

TO THE

SECRETARY OF THE DEPARTMENT OF AGRICULTURE
AND TECHNICAL INSTRUCTION FOR IRELAND.

SIR,

I have the honour to submit the following Half-yearly Report, January-June, 1906, on the Banking, Railway, and Shipping Statistics of Ireland.

As regards Banks and Banking in Ireland the Report states (I.) the deposits and cash balances in Joint Stock Banks; (II.) the deposits in Post Office and Trustees Savings Banks in Ireland; (III.) the amount of the Government Funds, India Stocks, Guaranteed Land Stock, and War Stock on which dividends are payable at the Bank of Ireland, and (IV.) the Note Circulation of the Irish Banks of Issue.

As regards Railways in Ireland the Report states (1) the weekly traffic receipts; (2) the amount of Ordinary, Preferential and Guaranteed, and Loans and Debenture Stock, classed according to rate of dividend; (3) the amount of Capital, &c.; (4) the length of Lines, Traffic, Gross Receipts, &c.; (5) the Working Expenditure, Net Receipts, and Rolling Stock; (6) the Receipts from Season and Periodical Tickets; and (7)

the length of Light Railways and the names of the Companies by which such Railways are worked or are to be worked.

As regards Shipping the Report states the total Tonnage of Vessels entered and cleared in the Ports of Ireland in each of the years 1895-1905, and the Number and Tonnage of Vessels entered and cleared in each of the Ports in Ireland in 1905.

Two Statistical Diagrams are placed in the Report to illustrate respectively the growth of Irish Banking and of Post Office and Trustees Savings Banks (page 14) and the weekly Receipts of Irish Railways in each of the first 26 weeks of the years 1905 and 1906 (page 22).

BANKS.

I. Deposits and Cash Balances in Joint Stock Banks.

The deposits and cash balances in Joint Stock Banks amounted on the 30th June last to £45,842,000,* being the highest amount for June of which there is record, and £843,000 in excess of that for June, 1905. Comparing the deposits and cash balances since June, 1886—with the exception of a decrease in June, 1897—there has been a gradual increase from £29,223,000 in June, 1886, to £45,842,000 in June, 1906.

These figures are of considerable interest as indicating the growth of the operations and influence of Banking in Ireland. They do not, however, in themselves prove the growth of "net savings." Such a growth and its extent could only be determined by a complete account of savings on the one hand, and of indebtedness on the other. But for this account the necessary data are not available.

* This amount is exclusive of £2,904,000 Government and other Public Accounts in the Bank of Ireland.

Table I.—Showing the amount of Deposits and Cash Balances in Joint Stock Banks, on 30th June, 1886-1906, compiled from Returns furnished by the several Joint Stock Banks in Ireland.†

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1886, 30th June,	29,223,000	—	17,000
1887, "	29,339,000	116,000	—
1888, "	30,310,000	971,000	—
1889, "	31,205,000	895,000	—
1890, "	33,061,000	1,856,000	—
1891, "	33,700,000	639,000	—
1892, "	34,565,000	865,000	—
1893, "	34,637,000	72,000	—
1894, "	35,430,000	793,000	—
1895, "	37,491,000	2,061,000	—
1896, "	38,758,000	1,267,000	—
1897, "	38,564,000	—	194,000
1898, "	38,973,000	409,000	—
1899, "	39,840,000	867,000	—
1900, "	40,387,000	547,000	—
1901, "	41,568,000	1,181,000	—
1902, "	41,945,000	377,000	—
1903, "	43,255,000	1,310,000	—
1904, "	44,581,000	1,326,000	—
1905, "	44,999,000	418,000	—
1906, "	45,842,000	843,000	—

† The names and the dates of foundation of the Banks, the combined statistics of which are included in Tables I. and I. (A), are as follows. Those marked with an asterisk (*) are Banks of issue.

Name.	Estab-lished.	Name.	Estab-lished.
*Bank of Ireland,	1783.	*National Bank,	1835.
*Northern Banking Company	1824.	*Ulster Bank,	1836.
Hibernian Bank,	1825.	Royal Bank of Ireland,	1836.
*Provincial Bank of Ireland,	1825.	Munster & Leinster Bank,	1885.
*Belfast Banking Company,	1827.		

In Table I. (A), the amounts of Deposits and Cash Balances are compared by half-years. It shows that instead of the decrease which is usual in June as compared with the preceding December, there was an increase in June last of £410,000 over the amount recorded for the preceding December.

Table I. (A)—Showing the amount of Deposits and Cash Balances in Joint Stock Banks at the undermentioned dates, compiled from Returns furnished by the several Joint Stock Banks in Ireland.

DATE	Amount.	Increase.	Decrease.
	£	£	£
1896, 30th June, .	38,758,000	—	250,000
" 31st December,	39,238,000	480,000	—
1897, 30th June, .	38,564,000	—	674,000
" 31st December,	39,300,000	736,000	—
1898, 30th June, .	38,973,000	—	327,000
" 31st December,	39,438,000	465,000	—
1899, 30th June, .	39,840,000	402,000	—
" 31st December,	40,772,000	932,000	—
1900, 30th June, .	40,387,000	—	385,000
" 31st December,	43,280,000	2,893,000	—
1901, 30th June, .	41,568,000	—	1,712,000
" 31st December,	42,923,000	1,355,000	—
1902, 30th June, .	41,945,000	—	978,000
" 31st December,	44,450,000	2,505,000	—
1903, 30th June, .	43,255,000	—	1,195,000
" 31st December,	45,399,000	2,144,000	—
1904, 30th June, .	44,531,000	—	818,000
" 31st December,	46,115,000	1,584,000	—
1905, 30th June, .	44,999,000	—	1,116,000
" 31st December,	45,432,000	433,000	—
1906, 30th June, .	45,842,000	410,000	—

II. Savings Banks.*

The balances of deposits in Savings Banks consist of two groups—those in the Post Office Savings Banks,

* For a note on the History of Savings Banks, see the half-yearly "Report on Banking, Railway, and Shipping Statistics, Ireland," for June, 1900, (Cd 335—1900) issued by the Department.

which are set out in Table II., and those in Trustees Savings Banks, shown in Table III.

(a) *Post Office.*

It will be seen from Table II. that at the end of June of this year, the estimated amount in the Post Office Savings Banks in Ireland stood at £10,459,000, as compared with £10,037,000 for the corresponding period of 1905, showing an increase of £422,000.

Table II.—Showing the Estimated Balances in Post Office Savings Banks in Ireland on the 30th June, 1886–1906, compiled from Returns furnished by the Controller, Post Office Savings Banks Department.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1886, 30th June,	2,592,000	267,000	—
1887, "	2,802,000	210,000	—
1888, "	3,128,000	326,000	—
1889, "	3,372,000	244,000	—
1890, "	3,585,000	213,000	—
1891, "	3,878,000	293,000	—
1892, "	4,069,000	191,000	—
1893, "	4,155,000	86,000	—
1894, "	4,687,000	532,000	—
1895, "	5,337,000	650,000	—
1896, "	5,919,000	582,000	—
1897, "	6,443,000	524,000	—
1898, "	6,957,000	514,000	—
1899, "	7,545,000	588,000	—
1900, "	7,791,000	246,000	—
1901, "	8,289,000	498,000	—
1902, "	8,709,000	420,000	—
1903, "	9,363,000	654,000	—
1904, "	9,685,000	322,000	—
1905, "	10,037,000	352,000	—
1906, "	10,459,000	422,000	—

Table II. (A) shows by half-years, for the past ten years, the accumulation of deposits in the Post Office Savings Banks. From this Table it appears that there has been a steady increase in each half-year, the amount to the credit of depositors reaching its maximum in June last, when the balance showed an increase of £229,000 as compared with the amount in December 1905.

Table II. (A)—Showing the Estimated Balances, at the under-mentioned dates, in Post Office Savings Banks in Ireland; compiled from Returns furnished by the Controller, Post Office Savings Banks Department.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1896, 30th June, . . .	5,919,000	316,000	—
„ 31st December, . .	6,153,000	234,000	—
1897, 30th June, . . .	6,443,000	290,000	—
„ 31st December, . .	6,706,000	263,000	—
1898, 30th June, . . .	6,957,000	251,000	—
„ 31st December, . .	7,225,000	268,000	—
1899, 30th June, . . .	7,545,000	320,000	—
„ 31st December, . .	7,717,000	172,000	—
1900, 30th June, . . .	7,791,000	74,000	—
„ 31st December, . .	8,059,000	268,000	—
1901, 30th June, . . .	8,289,000	230,000	—
„ 31st December, . .	8,438,000	149,000	—
1902, 30th June, . . .	8,709,000	271,000	—
„ 31st December, . .	9,043,000	334,000	—
1903, 30th June, . . .	9,363,000	320,000	—
„ 31st December, . .	9,549,000	186,000	—
1904, 30th June, . . .	9,685,000	136,000	—
„ 31st December, . .	9,847,000	162,000	—
1905, 30th June, . . .	10,037,000	190,000	—
„ 31st December, . .	10,230,000	193,000	—
1906, 30th June, . . .	10,453,000	229,000	—

(b) Trustees.

Table III. shows the amount of deposits at the middle of each year from 1886 to 1906, in Trustees Savings Banks. There is an increase of £31,000 in the balances for June, 1906, as compared with those for June, 1905.

Table III.—Showing the Balances due to Trustees of Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, on 30th June, 1886–1906; compiled from Returns furnished by the Comptroller-General, National Debt Office, London.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1886, 30th June,	1,994,000	—	28,000
1887, "	2,030,000	36,000	—
1888, "	2,012,000	—	18,000
1889, "	2,028,000	16,000	—
1890, "	2,035,000	7,000	—
1891, "	1,972,000	—	63,000
1892, "	1,958,000	—	14,000
1893, "	1,856,000	—	102,000
1894, "	1,940,000	84,000	—
1895, "	2,034,000	94,000	—
1896, "	2,128,000	94,000	—
1897, "	2,211,000	83,000	—
1898, "	2,249,000	38,000	—
1899, "	2,307,000	58,000	—
1900, "	2,295,000	—	12,000
1901, "	2,340,000	45,000	—
1902, "	2,392,000	52,000	—
1903, "	2,467,000	75,000	—
1904, "	2,467,000	—	—
1905, "	2,459,000	—	8,000
1906, "	3,490,000	31,000	—

Table III. (A) gives information by half-years from 1896 to 1906 for the Trustees Savings Banks. Following an increase of £3,000 in the second half-year, June–December, of 1905, there was an increase in the first half-

year, January-June, of 1906, of £28,000, making a net increase of £31,000 for the year ending 30th June, 1906.

Table III. (A)—Showing the Balances due to Trustees of Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, at the undermentioned dates; compiled from Returns furnished by the Comptroller-General, National Debt Office, London.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1896, 30th June, .	2,128,000	53,000	—
„ 31st December,	2,166,000	38,000	—
1897, 30th June, .	2,211,000	45,000	—
„ 31st December,	2,236,000	25,000	—
1898, 30th June, .	2,249,000	13,000	—
„ 31st December,	2,275,000	26,000	—
1899, 30th June, .	2,307,000	32,000	—
„ 31st December,	2,318,000	11,000	—
1900, 30th June, .	2,295,000	—	23,000
„ 31st December,	2,309,000	14,000	—
1901, 30th June, .	2,340,000	31,000	—
„ 31st December,	2,359,000	19,000	—
1902, 30th June, .	2,392,000	33,000	—
„ 31st December,	2,427,000	35,000	—
1903, 30th June, .	2,467,000	40,000	—
„ 31st December,	2,457,000	—	10,000
1904, 30th June, .	2,467,000	10,000	—
„ 31st December,	2,455,000	—	12,000
1905, 30th June, .	2,459,000	4,000	—
„ 31st December,	2,462,000	3,000	—
1906, 30th June, .	2,490,000	28,000	—

Tables IV. and IV. (A) show the progress of the total accumulation of small savings in Post Office and Trustees Banks in Ireland. From Table IV. it will be seen that the total amount in the Post Office and Trustees Savings Banks in Ireland in June, 1906, was £12,949,000, as compared with £12,496,000 for the corresponding period of the year 1905. There was thus, in the year 1906, an increase of £453,000, a sum greater by £109,000 than the increase of £344,000 recorded in the year 1905.

It will also be observed that there has been an increase in each year since 1886, except 1893, and that the balance in Savings Banks on the 30th June, 1906, was nearly treble the amount to the credit of depositors in June of the year 1886, the first year for which Statistics are given in the Table.

Table IV.—Showing the Totals of the Balances in Post Office and Trustees Savings Banks, given separately in Tables II. and III.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1886, 30th June,	4,586,000	239,000	—
1887, "	4,832,000	246,000	—
1888, "	5,140,000	308,000	—
1889, "	5,400,000	260,000	—
1890, "	5,620,000	220,000	—
1891, "	5,850,000	230,000	—
1892, "	6,027,000	177,000	—
1893, "	6,011,000	—	16,000
1894, "	6,627,000	616,000	—
1895, "	7,371,000	744,000	—
1896, "	8,047,000	676,000	—
1897, "	8,654,000	607,000	—
1898, "	9,206,000	552,000	—
1899, "	9,852,000	646,000	—
1900, "	10,086,000	234,000	—
1901, "	10,629,000	543,000	—
1902, "	11,101,000	472,000	—
1903, "	11,830,000	729,000	—
1904, "	12,152,000	322,000	—
1905, "	12,496,000	344,000	—
1906, "	12,949,000	453,000	—

Table IV. (A), in which the amount of small savings is set forth by half years for the past ten and a half years, shows that during that period, the half-yearly balances in Savings Banks in Ireland continuously increased. The increase in the six months ended 30th June last is £61,000 more than that for the previous half-year, but £6,000 below the average increase for

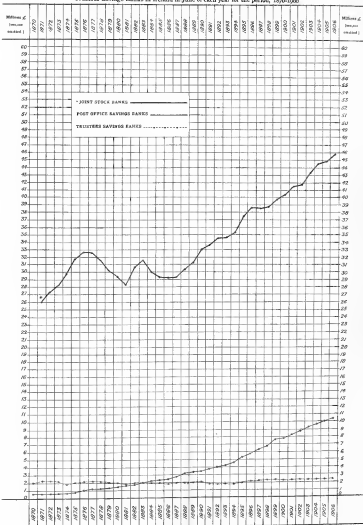
the twenty other half-yearly periods covered by the Table. As between the Post Office Savings Banks and the Trustees Savings Banks the net increase of £257,000 in the balances for the June half-year, 1906, is made up of an increase of £229,000 in the case of the former, and an increase of £28,000 in the case of the latter.

Table IV. (A)—Showing the Totals of the Balances in Post Office and Trustees Savings Banks, given separately in Tables II. (A) and III. (A).

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1896, 30th June, .	8,047,000	369,000	—
„ 31st December,	8,319,000	272,000	—
1897, 30th June, .	8,654,000	335,000	—
„ 31st December,	8,942,000	288,000	—
1898, 30th June, .	9,206,000	264,000	—
„ 31st December,	9,500,000	294,000	—
1899, 30th June, .	9,852,000	352,000	—
„ 31st December,	10,035,000	183,000	—
1900, 30th June, .	10,086,000	51,000	—
„ 31st December	10,368,000	282,000	—
1901, 30th June, .	10,629,000	261,000	—
„ 31st December,	10,797,000	168,000	—
1902, 30th June, .	11,101,000	304,000	—
„ 31st December,	11,470,000	369,000	—
1903, 30th June, .	11,830,000	360,000	—
„ 31st December,	12,004,000	174,000	—
1904, 30th June, .	12,152,000	148,000	—
„ 31st December,	12,302,000	150,000	—
1905, 30th June, .	12,496,000	194,000	—
„ 31st December,	12,692,000	196,000	—
1906, 30th June, .	12,949,000	257,000	—

The two tables which follow present some features of interest in connection with the subject of small savings. Table IV. (B) shows the balances in the Post Office and Trustees Banks in certain years since 1833. Table IV. (C) shows the number of accounts open in each class of Savings Banks on the 31st of December in each year of the period 1886–1905. The growth of the number of depositors in the case of the Post Office Savings Bank is remarkable, having more than trebled in the twenty years, 1886 to 1905.

Diagram A.—Showing Deposits and Cash Balances in Joint Stock Banks and Amounts of Deposits in Post Office and Trustees Savings Banks in Ireland in June of each year for the period, 1870-1906



* Figures for years up to 1906 are available.

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Table IV. (8)—Showing the Estimated Balances of Deposits, on 30th of June of the undermentioned years, in the Post Office and Trustees Savings Banks respectively in Ireland; and also the total deposits for both.

Year.	Trustees Savings Banks.	Post Office Savings Bank.	Total Deposits in Savings Banks in Ireland.
	£	£	£
1833, .	1,380,718	—	1,380,718
1844, .	2,749,107	—	2,749,107
1860, .	2,143,082	—	2,143,082
1870, .	2,062,758	633,000	2,695,758
1880, .	2,063,000	1,481,000	3,544,000
1885, .	2,022,000	2,325,000	4,347,000
1890, .	2,035,000	3,585,000	5,620,000
1895, .	2,034,000	5,337,000	7,371,000
1900, .	2,295,000	7,791,000	10,086,000
1901, .	2,340,000	8,289,000	10,629,000
1902, .	2,392,000	8,709,000	11,101,000
1903, .	2,467,000	9,363,000	11,830,000
1904, .	2,467,000	9,685,000	12,152,000
1905, .	2,459,000	10,037,000	12,496,000
1906, .	2,490,000	10,459,000	12,949,000

Table IV. (c)—Showing the Number of Accounts remaining open in Post Office and Trustees Savings Banks in Ireland, at the end of each year of the period, 1886-1905. (a)

Year.	Trustees Savings Banks.	Post Office Savings Bank.	Total for Ireland.
1886, . . .	49,775	147,193	196,968
1887, . . .	49,994	158,848	208,842
1888, . . .	49,242	172,305	221,547
1889, . . .	50,455	185,360	235,815
1890, . . .	49,643	198,790	248,433
1891, . . .	49,276	212,076	261,352
1892, . . .	49,005	225,823	274,828
1893, . . .	46,505	235,944	282,449
1894, . . .	47,510	259,870	307,380
1895, . . .	48,123	280,499	328,622
1896, . . .	48,911	301,976	350,887
1897, . . .	49,518	322,486	372,004
1898, . . .	49,725	342,070	391,795
1899, . . .	50,324	362,716	413,040
1900, . . .	50,318	381,865	432,183
1901, . . .	51,191	399,839	451,030
1902, . . .	52,296	423,902	476,198
1903, . . .	53,346	446,880	500,226
1904, . . .	53,481	465,095	518,576
1905, . . .	53,670	484,310	537,980

(a) Statistical Abstract for the United Kingdom.

III. Government Funds, India Stocks, Guaranteed Land Stock, Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903), and War Stock.†*

It will be seen from Table V. that on the 30th June last the total amount of the Government Funds, India Stocks, Guaranteed Land Stock,* Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903), and War Stock† on which dividends are payable at the Bank of Ireland, was £36,952,000, or, £536,000 (Guaranteed Land Stock decreased by £245,000), over the amount for the close of June, 1905, and £12,736,000 in excess of that for June, 1897, the last year in which a decline in the amount of these securities is shown. It is to be noted that the amount of Guaranteed Land Stock for 30th June last was £12,809,000,‡ against £13,054,000 for the corresponding day of the preceding year, and £13,198,000 for the last day of June, 1904; and that War Stock amounted to £532,000 on 30th June, 1906, against £501,000 on 30th June, 1905.

* Guaranteed Land Stock was created in 1892.

† War Stock was created in 1900.

‡ This a net total including Mature and Immature Stock, but excluding the amount (£812,000) cancelled.

Table V.—Showing the Amount of the Government Funds, India Stocks, Guaranteed Land Stock, * Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903), and War Stock† held in Ireland at the under-mentioned dates; compiled from Returns furnished by the Governor of the Bank of Ireland.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1886, 30th June, . . .	30,484,000	—	416,000
1887, „ . . .	30,779,000	295,000	—
1888, „ . . .	28,856,000	—	1,923,000
1889, „ . . .	28,219,000‡	—	637,000‡
1890, „ . . .	27,517,000§	—	702,000§
1891, „ . . .	26,609,000	—	908,000
1892, „ . . .	26,042,000	—	567,000
1893, „ . . .	25,283,000	—	759,000
1894, „ . . .	25,375,000	92,000	—
1895, „ . . .	25,824,000	449,000	—
1896, „ . . .	24,776,000	—	1,048,000
1897, „ . . .	24,216,000	—	560,000
1898, „ . . .	24,554,000	338,000	—
1899, „ . . .	26,072,000	1,518,000	—
1900, „ . . .	27,684,000	1,612,000	—
1901, „ . . .	30,395,000	2,711,000	—
1902, „ . . .	32,908,000	2,508,000	—
1903, „ . . .	34,958,000	2,050,000	—
1904, „ . . .	35,497,000	539,000	—
1905, „ . . .	36,416,000	919,000	—
1906, „ . . .	36,952,000	536,000	—

The following statement shows in round numbers the amount of each of the several descriptions of Stock

* Guaranteed Land Stock was created in 1892.

† War Stock was created in 1900.

‡ India 4 per cent. Stock ceased to bear interest on 5th October, 1888, and was paid off.

§ Reduced 3 per cent. Stock and 3 per cent. Consols ceased to bear interest on 5th July, 1889.

included in the total amount given above for June, 1906 :—

2½ per cent. Consols (1903),	£16,600,000
2½ " Stock (1905),	343,000
2½ " " (1905),	46,000
Local Loans, 3 per cent.,	1,340,000
India 3½ per cent. Stock,	2,886,000
" 3 " " "	1,953,000
" 2½ " " "	146,000
Guaranteed Land Stock, 2½ per cent.,	12,509,000
Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903),	283,000
War Stock, 2½ per cent.,	582,000
	<u>£38,952,000</u>

Table V. (A), made up by half-years, shows that there has been an increase of £516,000 in June, 1906, as compared with the amount at the close of the year 1905, which showed an increase of £20,000 when compared with June of that year.

Table V. (A)—Showing the Amounts of Government Funds, India Stocks, Guaranteed Land Stock,* Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903), and War Stock* held in Ireland at the undermentioned dates; compiled from Returns furnished by the Governor of the Bank of Ireland.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1896, 30th June, . . .	24,776,000	—	630,000
" 31st December, . . .	24,486,000	—	290,000
1897, 30th June, . . .	24,216,000	—	270,000
" 31st December, . . .	24,855,000	189,000	—
1898, 30th June, . . .	24,554,000	199,000	—
" 31st December, . . .	25,260,000	706,000	—
1899, 30th June, . . .	26,072,000	812,000	—
" 31st December, . . .	26,758,000	686,000	—
1900, 30th June, . . .	27,684,000	926,000	—
" 31st December, . . .	28,362,000	678,000	—
1901, 30th June, . . .	30,395,000	2,033,000	—
" 31st December, . . .	31,988,000	1,593,000	—
1902, 30th June, . . .	32,903,000	915,000	—
" 31st December, . . .	33,350,000	447,000	—
1903, 30th June, . . .	34,958,000	1,608,000	—
" 31st December, . . .	34,329,000	—	629,000
1904, 30th June, . . .	35,497,000	1,168,000	—
" 31st December, . . .	35,602,000	105,000	—
1905, 30th June, . . .	36,410,000	814,000	—
" 31st December, . . .	36,430,000	20,000	—
1906, 30th June, . . .	36,952,000	516,000	—

* See Notes (*) and (†), page 17.

IV. Bank Note Circulation.

The figures for the year 1906 show a slight contraction in the Bank Note circulation. The Average Bank Note circulation for June, 1906, was £6,124,000, as against £6,157,000 for 1905, showing a decrease of £33,000. Table VI. presents the June returns for the years 1896–1906.

Table VI.—Showing the average Bank Note Circulation of the Six Banks of Issue in Ireland in June of the years 1896–1906; compiled from Accounts published by the Registrar of Bank Returns, pursuant to the Act 8 & 9 Vic., cap. 37.*

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1896, June, .	5,918,000	—	330,000
1897, " .	5,858,000	—	60,000
1898, " .	5,740,000	—	118,000
1899, " .	5,991,000	251,000	—
1900, " .	6,469,000	478,000	—
1901, " .	6,425,000	—	44,000
1902, " .	6,401,000	—	24,000
1903, " .	7,001,000	600,000	—
1904, " .	6,443,000	—	558,000
1905, " .	6,157,000	—	286,000
1906, " .	6,124,000	—	33,000

* There are six Banks in Ireland authorized to issue Notes, the statistics of which are included in this Table. The total authorized issue of Notes for these Banks is £6,354,494, distributed as in the following Table:—

Name of Bank.	Amount of Authorized Circulation.
	£
Bank of Ireland, ...	3,738,428
Provincial Bank of Ireland, ...	937,667
National Bank, ...	851,309
Ulster Bank, ...	311,079
Belfast Banking Company, ...	281,611
Northern Banking Company, ...	243,599
Total, ...	6,354,494

It will be observed from Table VI. (A) that the usual decrease of Note circulation in June, as compared with December, took place in 1906. The decrease on this occasion was £69,000, but £555,000 less than the decrease in June, 1905, as compared with December of the preceding year. The Note circulation of Irish Banks of Issue for June, 1906 (£6,124,000), is 0·5 per cent. less than the circulation (£6,157,000) in June, 1905, and 18·0 per cent. less than the circulation in December, 1902, which was the largest on record since the year 1882.

Table VI. (A).—Showing the Average Bank Note Circulation of the Six Banks of Issue in Ireland, at the undermentioned dates ; compiled from Accounts published by the Registrar of Bank Returns, pursuant to the Act 8 & 9 Vic., cap. 37.*

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1896, June, .	5,918,000	—	541,000
„ December, .	6,412,000	494,000	—
1897, June, .	5,858,000	—	554,000
„ December, .	6,468,000	610,000	—
1898, June, .	5,740,000	—	728,000
„ December, .	6,401,000	661,000	—
1899, June, .	5,991,000	—	410,000
„ December, .	6,814,000	823,000	—
1900, June, .	6,469,000	—	345,000
„ December, .	7,288,000	819,000	—
1901, June, .	6,425,000	—	863,000
„ December, .	6,815,000	390,000	—
1902, June, .	6,401,000	—	414,000
„ December, .	7,468,000	1,067,000	—
1903, June, .	7,001,000	—	467,000
„ December, .	7,425,000	424,000	—
1904, June, .	6,443,000	—	982,000
„ December, .	6,781,000	338,000	—
1905, June, .	6,157,000	—	624,000
„ December, .	6,193,000	36,000	—
1906, June, .	6,124,000	—	69,000

* See note (*), p. 19

The results of the analysis of the foregoing tables are :—

- 1st. That in June, 1906, as compared with the corresponding period in 1905, there was an increase of £843,000 in the Deposits and Cash Balances in the Irish Joint Stock Banks, and the amount of such Deposits and Cash Balances was the highest yet recorded.
- 2nd. That there was an increase of £410,000 in Deposits and Cash Balances in the Irish Joint Stock Banks in June, 1906, as compared with December, 1905.
- 3rd. That there was an increase of £453,000 in the Deposits in Savings Banks in Ireland in June, 1906, as compared with June, 1905.
- 4th. That there was an increase of £257,000 in the Deposits in Savings Banks in June, 1906, as compared with December, 1905.
- 5th. That there was an increase of 19,404 in the number of accounts remaining open in the Post Office and Trustees Savings Banks in Ireland on the 31st December, 1905, as compared with 31st December, 1904.
- 6th. That in June, 1906, as compared with the same period of 1905, there was an increase of £536,000 in the amount of Government Funds, India Stocks, Guaranteed Land Stock, Guaranteed $2\frac{3}{4}$ per cent. Stock (Land Purchase Act, 1903), and War Stock, on which dividends are payable at the Bank of Ireland, and that this increase follows an increase of £919,000 in June of last year, as compared with June, 1904.
- 7th. That in June, 1906, there was an increase of £516,000 in the amount of Government Funds, India Stocks, Guaranteed Land Stock, Guaranteed $2\frac{3}{4}$ per cent. Stock (Land Purchase Act, 1903), and War Stock, on which dividends are payable at the Bank of Ireland, as compared with the amount in December, 1905.

8th. That in June, 1906, there was a decrease of £33,000 in the amount of Bank Note circulation, as compared with the corresponding period of 1905.

9th. That there was a diminution of Bank Note circulation to the amount of £69,000 in June, 1906, as compared with December of the previous year.

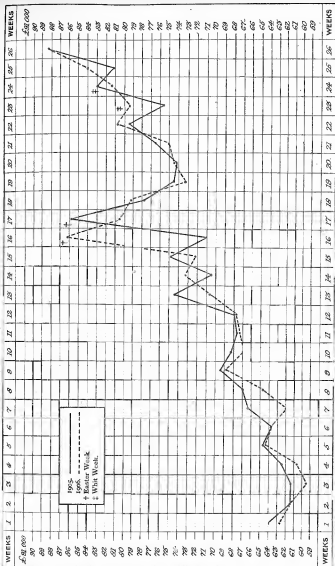
RAILWAYS.

The receipts of Irish Railways, week by week, for the first half of the year 1906, have been supplied to this Department by the authorities of the several Companies, and will be found tabulated in Table VII., and compared with the receipts for corresponding period of the year 1905. This Table does not include the returns of the Light Railways of Ireland.

A review of the weekly traffic returns shows that in 18 weeks the receipts fell below those for the corresponding weeks of the year 1905, and in 8 weeks the receipts exceeded those for the corresponding periods, with the net result that the total receipts for the first 26 weeks of the year 1906 amounted to £1,868,248, a decrease of £3,131, or 0·2 per cent., as compared with the amount received in the first six months of the preceding year. It should be stated that the weekly receipts published in this table only approximate to completeness. The complete figures for each year are published annually by the Board of Trade.

Tables 8 to 13 present information relative to the financial position, traffic receipts, working expenditure, &c., of each Railway in Ireland. This information is compiled and published by the Board of Trade from returns supplied by the Railway Companies themselves, pursuant to the requirements of the Regulations of Railways Act, 1871.

Diagram B.—SHOWING THE WEEKLY RAILWAY RECEIPTS IN IRELAND FOR EACH OF THE FIRST 26 WEEKS OF 1905 AND 1906 IN THOUSANDS OF POUNDS.



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IRISH RAILWAYS.

TABLES VII.-XIII.

Table VII.—COMPARATIVE RETURN of Weekly Railway Receipts

No. of Weeks in Annual Series.	Date. Week ending (1903.)	RECEIPTS FOR WEEK.						Miles open.	
		Total.		Increase in 1906 as compared with 1905.		Decrease in 1905 as compared with 1906.			
		1906.	1905.	Total.	Per Cent.	Total.	Per Cent.	1905.	1906.
	<i>Friday.</i>	£	£	£		£			
1*	January 5,	63,958	62,688	-	-	1,320	2.1	3,069	3,084
2*	" 12,	61,253	61,286	33	0.1	-	-	"	"
3	" 19,	61,315	59,477	-	-	1,838	3.0	"	"
4	" 26,	62,447	60,768	-	-	1,679	2.7	"	"
5	February 2,	64,798	64,580	-	-	218	0.3	"	"
6	" 9,	63,946	63,862	-	-	84	0.1	"	"
7	" 16,	66,312	62,006	-	-	4,306	6.6	"	"
8	" 23,	67,006	64,886	-	-	2,120	3.2	"	"
9	March 2,	60,285	68,838	-	-	447	0.6	"	"
10	" 9,	68,276	67,010	-	-	1,266	1.9	"	"
11	" 16,	67,727	67,340	-	-	387	0.6	"	"
12	" 23,	68,123	67,875	-	-	248	0.4	"	"
13	" 30,	74,445	70,702	-	-	3,743	5.0	"	"
14	April 6,	70,539	73,234	2,695	3.8	-	-	"	"
15	" 13,	74,304	72,127	-	-	2,177	3.0	"	"
16	" 20,	70,910	86,081†	15,171	21.4	-	-	"	"
17	" 27,	85,765†	80,358	-	-	5,407	6.8	"	"
18	May 4,	77,856	79,130	1,274	1.6	-	-	"	"
19	" 11,	74,509	73,196	-	-	1,313	1.8	"	"
20	" 18,	74,154	74,282	128	0.2	-	-	"	"
21	" 25,	76,983	74,981	-	-	1,402	1.8	"	"
22	June 1,	79,415	80,790	1,375	1.7	-	-	"	"
23	" 8,	75,637	79,281‡	3,594	4.8	-	-	"	"
24	" 15,	82,964‡	81,214	-	-	1,740	2.1	"	"
25	" 22,	81,246	84,073	2,827	3.5	-	-	"	"
26*	" 29,	88,326	88,288	-	-	38	0.0	"	"

* Owing to the closing of accounts at the end of the calendar half-year, the amounts do not in all cases represent

† Easter week.

‡ Whit week.

RAILWAYS.

in Ireland for the first twenty-six weeks of the Years 1905-1906.

Receipts per Mile.		AGGREGATE RECEIPTS TO DATE FROM BEGINNING OF YEAR.							Date. Week ending (1906.)	No. of Week in Annual Series.
		Total.		Increase in 1906 as compared with 1905.		Decrease in 1906 as compared with 1905.				
1905.	1906.	1905.	1906.	Total.	Per Cent.	Total.	Per Cent.			
£	£	£	£	£		£		Friday.		
20-9	20-3	63,953	62,633	-	-	1,320	2-1	January 5,	1*	
20-0	19-9	125,206	123,919	-	-	1,287	1-0	" 12,	2*	
20-0	19-3	186,521	183,396	-	-	3,125	1-7	" 19,	3	
20-4	19-7	248,968	244,164	-	-	4,804	1-9	" 26,	4	
21-2	20-9	313,761	308,744	-	-	5,017	1-6	February 2,	5	
20-9	20-7	377,707	372,606	-	-	5,101	1-4	" 9,	6	
21-7	20-1	444,019	434,612	-	-	9,407	2-1	" 16,	7	
21-9	21-0	511,025	499,498	-	-	11,527	2-3	" 23,	8	
22-6	22-3	589,310	563,836	-	-	11,974	2-1	March 2,	9	
22-3	21-7	643,536	635,846	-	-	13,240	2-0	" 9,	10	
22-1	21-6	716,313	702,686	-	-	13,627	1-9	" 16,	11	
22-3	22-0	784,436	770,561	-	-	13,875	1-8	" 23,	12	
24-3	22-9	858,331	841,263	-	-	17,518	2-1	" 30,	13	
23-1	23-7	929,420	914,497	-	-	14,923	1-6	April 6,	14	
24-5	23-4	1,004,224	986,624	-	-	17,600	1-8	" 13,	15	
23-2	27-9	1,075,134	1,072,705	-	-	2,429	0-2	" 20,	16	
28-0	26-1	1,160,899	1,153,063	-	-	7,836	0-7	" 27,	17	
25-6	25-7	1,238,755	1,232,193	-	-	6,562	0-5	May 4,	18	
24-4	23-7	1,313,264	1,305,339	-	-	7,875	0-6	" 11,	19	
24-2	24-1	1,387,418	1,379,671	-	-	7,747	0-6	" 18,	20	
25-0	24-3	1,463,801	1,454,632	-	-	9,149	0-6	" 25,	21	
26-0	26-2	1,543,216	1,535,442	-	-	7,774	0-5	June 1,	22	
24-7	25-7	1,618,353	1,614,673	-	-	4,180	0-3	" 8,	23	
27-1	26-3	1,701,807	1,695,837	-	-	5,920	0-3	" 15,	24	
26-6	27-3	1,783,663	1,779,960	-	-	3,693	0-2	" 22,	25	
28-9	28-6	1,871,379	1,868,248	-	-	3,131	0-2	" 29,	26*	

returned for the 1st, 2nd, and 26th weeks, respectively, by some of the Railways the receipts for seven days.

TABLES VIII. to XIII., which follow, show in detail the Financial of each Railway in Ireland, including Light Railways. They information supplied by the Railway Companies themselves

TABLE VIII.—Showing Amount of ORDINARY, PREFERENTIAL COMPANIES in IRELAND classed according to the Rate per Cent. of

ORDINARY			
RATE PER CENT. OF DIVIDEND PAID.	1901.	1902.	
Nil, ...	£ 1,976,747	£ 1,734,312	
Not exceeding 1 per Cent.	260,000	115,500	
Exceeding 1 and not exceeding 2 per Cent.	27,530	207,480	
" 2 and not exceeding 3 per Cent.	5,417,370	92,000	
" 3 and not exceeding 4 per Cent.	2,370,000	7,634,500	
" 4 and not exceeding 5 per Cent.	1,058,185	1,063,142	
" 5 and not exceeding 6 per Cent.	397,850	402,000	
" 6 and not exceeding 7 per Cent.	3,715,300	3,738,708	
" 7 and not exceeding 8 per Cent.	—	—	
" 8 and not exceeding 9 per Cent.	—	390,000	
" 9 and not exceeding 10 per Cent.	300,000	—	
" 10 per Cent.	—	—	
PREFERENTIAL AND			
Nil, ...	855,700	845,050	
Not exceeding 1 per Cent.	—	—	
Exceeding 1 and not exceeding 2 per Cent.	597,548	597,548	
" 2 and not exceeding 3 per Cent.	445,540	445,540	
" 3 and not exceeding 4 per Cent.	8,837,880	9,433,527	
" 4 and not exceeding 5 per Cent.	1,589,171	1,604,321	
" 5 and not exceeding 6 per Cent.	218,000	218,000	
" 6 per Cent.	—	—	
LOANS AND			
Nil, ...	68,100	68,100	
Not exceeding 1 per Cent.	—	—	
Exceeding 1 and not exceeding 2 per Cent.	78,981	78,981	
" 2 and not exceeding 3 per Cent.	128,000	128,000	
" 3 and not exceeding 4 per Cent.	10,237,124	10,101,080	
" 4 and not exceeding 5 per Cent.	1,541,143	1,484,273	
" 5 and not exceeding 6 per Cent.	15,800	—	
" 6 per Cent.	—	—	

NOTE.—Exclusive of New Companies the

Position, Traffic Receipts, and Working Expenditure in the year 1905, have been compiled and published by the Board of Trade from pursuant to requirements of the Regulation of Railways Act, 1871.

and GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY Dividend paid or Interest payable in each Year from 1901 to 1905.

STOCK.

1903.	1904.	1905.	RATE PER CENT. OF DIVIDEND PAID.
£	£	£	
1,734,312	1,734,312	1,632,678	NIL.
25,000	25,000	25,000	Not exceeding 1 per Cent.
27,450	27,450	27,450	Exceeding 1 and not exceeding 2 per Cent.
456,882	2,823,985	2,823,985	" 2 and not exceeding 3 per Cent.
7,835,120	5,325,510	5,325,510	" 3 and not exceeding 4 per Cent.
68,000	68,000	68,000	" 4 and not exceeding 5 per Cent.
419,280	419,280	419,280	" 5 and not exceeding 6 per Cent.
3,762,169	3,858,418	3,929,712	" 6 and not exceeding 7 per Cent.
—	350,000	350,000	" 7 and not exceeding 8 per Cent.
350,000	—	—	" 8 and not exceeding 9 per Cent.
—	—	—	" 9 and not exceeding 10 per Cent.
—	—	—	" 10 per Cent.

GUARANTEED STOCK.

845,650	860,500	1,145,650	NIL.
—	—	—	Not exceeding 1 per Cent.
597,548	—	—	Exceeding 1 and not exceeding 2 per Cent.
491,087	1,128,892	231,344	" 2 and not exceeding 3 per Cent.
8,512,991	8,034,780	9,042,880	" 3 and not exceeding 4 per Cent.
1,574,221	1,574,226	1,568,299	" 4 and not exceeding 5 per Cent.
248,000	248,000	248,000	" 5 and not exceeding 6 per Cent.
—	—	—	" 6 per Cent.

DEBENTURE STOCK.

68,100	68,100	68,100	NIL.
—	—	—	Not exceeding 1 per Cent.
78,981	78,981	78,981	Exceeding 1 and not exceeding 2 per Cent.
290,466	305,962	323,561	" 2 and not exceeding 3 per Cent.
9,265,247	9,344,147	9,320,197	" 3 and not exceeding 4 per Cent.
1,411,668	1,410,638	1,410,339	" 4 and not exceeding 5 per Cent.
—	—	—	" 5 and not exceeding 6 per Cent.
—	—	—	" 6 per Cent.

none of which were in course of construction.

Table IX.—Showing AMOUNT of CAPITAL, &c., of

NOTE.—The heavy figures, as regards the year 1903, show the amounts by which the Capitals of the
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debt-stocks.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent	£	Per cent	Per cent.
Ballycastle, ...	90,000	45,000	135,000	61,534	4	—	—	—
Bantry Extension, ...	<i>Worked by the Cork, Brandon, and South Coast.</i>							
Belfast and County Down, (See also Downpatrick, Killough, and Ardglass, p. 6L.)	1,061,694	998,636	1,160,330	519,860	6	{ 223,180 50,000 268,181	{ 4 4½ 5	{ 4 4½ 5
Castlekenny, Keady and Armagh,	300,000	150,000	450,000	210,523	NIL	—	—	—
Central Ireland Railway, ...	<i>See under Great Southern and Western.</i>							
City of Dublin Junction, ...	<i>See under Dublin, Wicklow, and Wexford.</i>							
Clonsilla Extension, ...	<i>Worked by the Cork, Brandon, and South Coast.</i>							
Cork and Macroom Direct,	135,300	10,168	235,368	92,000	3	44,150	5	5
Cork, Brandon, and South Coast, (See also Baltimore and Skib- breen, and Bantry Bay Ex- tension, p. 6L.)	614,538	217,967	832,505	{ 290,000 —	{ 2½ —	{ 272,319 45,000	{ 4 5½	{ 4 5½
Worked by the Cork, Brandon, and South Coast, {	Bantry Extension, ...	70,000	35,000	175,000	30,000	NIL	—	—
Clonsilla Extension, ...	40,000	20,000	60,000	25,000	1	—	—	—
Don Valley, ...	80,000	43,500	123,500	27,000	NIL	—	—	—
Cork, Blackrock, and Passage, ...	225,340	205,330	430,670	{ 53,750* 32,320* 32,320*	{ NIL NIL NIL	{ 20,000 20,000 2,000	{ 4 4 5	{ NIL NIL NIL
Donegal, (See also Donegal and Killybegs, and Stranorlar and Glenties, p. 6D)	423,579	249,516	673,095	{ 126,835 32,300	{ 12 12	{ 23,044 6,833	{ 3 3	{ 3 3

IRISH RAILWAYS upon the 31st December, 1903.

Irish Companies have been nominally increased by conversion, consolidation, or division of their stocks.
 The figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec., 1903.	Total on 31st Dec., 1901.		
Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	61,534	—	—	28,199	4	28,199	39,533	39,533	—	
11,000	3	3	908,181	3,788*	5	132,000 101,000	3 4	332,454	1,310,635	1,277,394	—	*Capitalized value of Land Rent-charges.
—	—	—	210,025	—	—	—	—	—	210,523	137,381	—	{ Line not open for public traffic on 31st Dec., 1903.
—	—	—	120,800	—	—	75,030	4	75,030	211,830	211,830	—	{ In addition to the sums raised by the issue of stocks and shares, the Company has received a grant of £25,000 from Government towards the construction of the Bantry Bay Extension Line.
—	—	—	500,349	—	—	207,967	4	207,967	708,306	704,966	18910*	
—	—	—	—	—	—	3,957	4	3,957	3,957	3,957	—	
6,000	5	5	70,000	—	—	35,000	5	35,000	105,000	105,000	—	
15,000*	5	5	40,000	—	—	20,000	4	20,000	60,000	60,000	—	*Including a subscription of £1,610 to the Bantry Bay Steamship Company.
50,000*	5	5	80,000	—	—	40,000	4	40,000	120,000	120,000	—	*Baronial Guaranteed Shares.
—	—	—	221,340	65,000	4	132,000 300 2,500	4 4 4	199,800	426,220	420,670	—	{ *Undivided Stock + Preferred Stock. + Deferred Stock.
120,790 2,000	3 5	3 5	341,929	—	—	185,531 36,817 34,160	3 3 3	205,398	545,037	523,961	—	Accounts to 1st November, 1903.
—	—	—	38,073	—	—	—	—	34,160	74,833	74,833	—	

Table IX.—(continued)—Showing AMOUNT of CAPITAL, &c.,

NOTE.—The heavy figures, as regards the year 1933, show the amounts by which the Capitals of the
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			
				Amount.	Rate of Dividend paid.	Amount.	Preference Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent	£	Per cent.	Per cent.	
Dublin and Kingstown, ...	Lent to the Dublin, Wicklow, and Wexford.								
Dublin, Wicklow, and Wexford, ...	2,025,000	1,273,233	3,298,233	700,150	Nil	120,000 150,000 500,000 200,000	4 4½ 6	Nil Nil Nil 6	Nil Nil Nil 6
City of Dublin Junction, ...	300,000	150,000	450,000	25,000	Nil	50,000	4	Nil	
New Ross and Waterford Extension.	500,000	100,000	600,000	—	—	—	—	—	
Lent to the Dublin, Wicklow, and Wexford. Dublin & Kingstown, ...	350,000	110,000	460,000	350,000	7½	—	—	—	
Dundalk, Newry, and Greenore, ...	451,000	—	451,000	383,990	Nil	—	—	—	
Great Northern of Ireland, ...	6,532,514	2,503,183	8,835,702	3,875,303	— 6½	1,319,550 6,319	4	4	4
Great Southern and Western, ...	10,356,510	4,233,010	14,589,520	5,325,020	3½	1,181,272	4	4	
Central Ireland, Separate Undertaking.	207,480	90,000	297,480	27,480	1½	—	—	—	
Worked by the Great Southern and Western. Southern, ...	201,000	181,500	382,500	71,850	Nil	67,000	5	Nil	
Tralee and Fenit, ...	45,000	15,000	60,000	13,850	Nil	—	—	—	
(See also Athlone and Thom Extension to Charlemore, p. 31; Colcooney and Swinsford, Charlemore and Swinsford, Boodford and Kenmare, and Killorglin and Valentia, p. 61.)									
Elm Valley, ...	Worked by the Cork, Brandon, and South Coast.								

of IRISH RAILWAYS upon the 31st December, 1905.

various Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec., 1905.	Total on 31st Dec., 1904.		
Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	1,770,150	—	—	{ 400,812 357,985 94,430	{ 4 4 4	758,257	2,523,377	2,523,377	—	
225,000	4	4	300,000	—	—	125,820	4	125,820	428,520	428,520	—	
100,000	4	4	100,000	—	—	—	—	—	100,000	100,000	—	
—	—	—	250,000	360	5 1/2	61,000	3 1/2	61,000	411,300	411,300	—	
—	—	—	222,900	—	—	—	—	—	222,900	335,300	—	{ *Borrowing powers (£150,000) transferred to the "London & North Western Co."
300,000	4	4	6,007,513	—	—	2,200,164	4	2,200,164	8,207,537	8,190,606	212,900	
10,854	4	4	443,184	—	—	120,300	4	120,300	263,464	263,464	—	
1,295,121	4	4	9,406,970	—	—	3,974,834	4	3,974,834	13,780,810*	13,635,891	600,000	{ *A sum of £150,000 was received by this Company from the Government in respect of the Collooney and Clonsilla lines.
—	—	—	27,480	—	—	—	—	—	27,480	27,480	—	
21,000	5	5	301,370	60,000	4	34,920	4	104,387	300,267	306,267	—	
30,000	5	5	43,320	15,000	5	—	—	15,000	58,320	58,320	—	

Table IX. (continued)—Showing AMOUNT OF CAPITAL, &c.,

NOTE.—The heavy figures, as regards the year 1904, show the amounts by which the Capitals of the
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Letterkenny, ...	Worked by the Londonderry and Lough Swilly.							
Limerick and Dungen, ...	Worked by the Midland (Northern Counties Committee).							
Lisnawell and Ballybunion (Mono- rail), ...	22,000	11,000	33,000	22,000	NIL	—	—	—
Londonderry and Lough Swilly, . .	170,000	44,385	214,385	51,319	7	49,535	5	5
Worked by the Londonderry and Lough Swilly, } Letterkenny, ...	150,000	123,000	273,000	37,156	NIL	—	—	—
Midland Great Western of Ireland, (See also Ballinrobe and Clonsilla, and Loughrea, and Clonsilla, p. 36; and Achill Extension; Ballina and Kilbaha; Galway and Clifden; and Westport and Malinbeg, p. 61)	4,756,000	2,422,000	7,178,000	2,370,000	3	1,640,300 300,000	4 5	4 5
Midland (Northern Counties Com- mittee), ...	The Capital is included in the return of the "Midland" Company, respectively of this Report.							
Worked by the Midland (Northern Counties Committee), } Limerick and Dun- gannon, ...	15,000	15,000	30,000	20,000* 40,731	NIL ⁵	—	—	—
Sligo, Letterkenny and Drogheda, . .	350,000	175,000	525,000	2,100	NIL	—	—	—
New Ross and Waterford Extension, ...	See under Dublin, Wicklow and Wexford.							
Farnborough and Portsmouth Bridge, ...	35,000	21,000	56,000	—	—	—	—	—
Sligo, Letterkenny and Northern Counties, ...	200,000	200,000	400,000	100,000	NIL	50,000	5	NIL
Southern, ...	Worked by the Great Southern and Western.							
Strabane and Letterkenny, ...	140,000	65,000	205,000	346	NIL	—	—	—
Trillick and Fintona, ...	Worked by the Great Southern and Western.							
Waterford and Tramore, ...	53,000	19,350	72,350	43,000	5	10,000	5	5
TOTAL, ...	39,707,432	13,123,760	52,831,192	14,344,558 32,560	—	6,230,370 13,293	—	—

of IRISH RAILWAYS upon the 31st December, 1905.

These Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec., 1905.	Total on 31st Dec., 1904.		
Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	22,000	11,000	5	—	—	11,000	33,000	32,000	—	
10,000	4	4	119,944	10,000	3½	17,750 6,400	3½	43,750	156,694	154,694	—	
—	—	—	67,155	85,000 2,750	4 5	—	—	87,750	144,905	144,905	—	
402,238	4	4	4,162,545	—	—	1,376,837 789,339 587,700	4 4½ 4½	2,347,993	6,510,541	6,506,750	—	

with the traffic receipts, and working expenditure are separately stated on pages 40-43 and 50-54

—	—	—	66,733	19,600	4	—	—	19,600	83,334	86,334	—	*Interest guaranteed by the Skippers' Company of London at 5 per cent. per annum on the amount for 25 years from the opening of the railway. The guarantee expires on 4th July, 1906. Line not open for public traffic on 31st Dec., 1904.
—	—	—	2,100	—	—	—	—	—	2,100	2,100	—	
—	—	—	—	—	—	—	—	—	—	—	—	
50,000	5	5	200,000	—	—	100,000 40,000 73,000 67,000	3½ 4 4½ 5½	286,781	486,781	486,781	—	The line was taken possession of by a creditor in January, 1879, and has been closed for traffic since that date. *The interest to which these debenture stocks are entitled is non-cumulative. Interest was paid at the rate of ½ per cent. per annum on the sum of 478,281 for the year 1905.
300*	4	37½	1,205	—	—	—	—	—	1,205	1,205	—	
—	—	—	68,000	14,350	4	—	—	14,350	72,350	72,350	—	Line not open for public traffic on 31st December, 1905. *Borrowed Guaranteed Shares.
4,014,140	—	—	23,047,577	405,963	—	30,904,485	—	11,210,989	87,258,042	87,233,888	750,910	
148,854	—	—	183,037	—	—	163,417	—	163,417	351,454	351,454	—	TOTAL

Table IX. (continued)—AMOUNT OF CAPITAL, &c., of

NOTE.—The heavy figures, as regards the year 1964, show the amounts by which the Capitals of stocks. These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
LIGHT RAILWAYS AUTHORIZED UNDER THE								
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Athlery and Tuam Extension to Claremorris.	160,000	—	160,000	2,000	Nil	—	—	—
Ballinacorney and Timoleague Junction.	See under Timoleague and Courtmacsherry Extension.							
Ballinrobe and Claremorris.	90,000	—	90,000	—	—	—	—	—
Beestbrook and Newry Tramway.	20,000	6,500	26,500	15,000	Nil	—	—	—
Bray and Kinniskerry.	71,000	35,000	106,000	25,000	Nil	—	—	—
Carraigfergus Harbour Junction.	7,500	5,000	12,500	750	Nil	—	—	—
Cavan and Lifford (Limited).	100,000	—	100,000	—	—	—	—	—
Clogher Valley.	150,000	—	150,000	—	—	—	—	—
Cork and Muskerry.	75,000	—	75,000	—	—	—	—	—
Doneghmore Extension.	35,000	—	35,000	3,000	Nil	—	—	—
Loughrea and Attymon.	70,000	—	70,000	—	—	—	—	—
Newry, Keady, and Tynan.	150,000	75,000	225,000	—	—	—	—	—
Sahull and Skibbereen Tramway and Light Railway.	57,000	—	57,000	—	—	—	—	—
Sahull and Skibbereen Tramway and Light Railway Extension.	1,500	—	1,500	—	—	—	—	—
South Clare (Limited).	100,000	—	100,000	20,000	Nil	—	—	—
Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.	35,000	—	35,000	—	—	—	—	—
Trillick and Dingle.	70,000	—	70,000	30,000	Nil	—	—	—
Uster and Comaught.	Name changed to "Newry, Keady, and Tynan Light" under Act 5.							
West Clare (Limited).	100,000	—	100,000	10,000	Nil	—	—	—
Wicklow Tramway.	Private undertaking.							
TOTAL.	1,555,000	221,500	1,776,500	112,400	—	—	—	—
GRAND TOTAL, IRELAND.	31,300,432	13,245,209	44,545,641	34,000,783	—	6,225,070	—	—
				32,339	—	13,253	—	—

IRISH RAILWAYS upon the 31st December, 1905.

The various Companies have been nominally increased by conversion, consolidation, or division of their shares as shown in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBTURE STOCK.		Subscriptions to other Companies.	REMARKS.	
Guaranteed.				Total Paid-up Stock and Share Capital.	Loans.		Debture Stock.		Total raised by Loans and Debture Stock.	Total on 31st Dec. 1905.			Total on 31st Dec. 1904.
Amount.	Guaranteed Rate of Dividend.	Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
100,000	4	4		100,000	—	—	—	—	—	100,000	100,000	—	Line worked by the Great Southern & Western.
71,640	5	5		71,640	—	—	—	—	—	71,640	71,640	—	Accounts to the 31st Oct., 1905. Line worked by the "Midland Great Western."
—	—	—	—	15,000	—	—	—	—	—	15,000	15,000	—	
—	—	—	—	25,000	—	—	—	—	—	25,000	25,000	—	Line authorized by the Irish and Great Southern Light Railway Act, 1904. The railway is partly constructed but has not been opened for public traffic.
7,230	5	5		7,230	—	—	—	—	—	7,230	7,230	—	
120,535	5	5		120,535	—	—	—	—	—	120,535	120,535	—	Accounts to the 31st October, 1905.
123,310	5	5		123,310	—	—	—	—	—	123,310	123,310	—	Accounts to the 30th September, 1905.
15,000	5	5		15,000	—	—	—	—	—	15,000	15,000	—	
30,000	4	4		30,000	—	—	—	—	—	30,000	30,000	—	Accounts to the 31st Oct., 1905. Line worked by the "Midland Great Western."
54,445	5	5		54,445	—	—	—	—	—	54,445	54,445	—	Line authorized by the Newry, Banbury, and Tynan Light Railway Act, 1900. No capital had been raised at 31st December, 1905, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	—	—	—	—	
57,000	5	5		57,000	—	—	—	—	—	57,000	57,000	—	This capital was authorized in connection with an extension of the Belfast and Antrim Railway, but the cost of the extension was met out of the "Irish Harp Fund," which was raised by voluntary subscriptions. No portion of the £1,000 for which claim is authoritatively has therefore been raised.
—	—	—	—	—	—	—	—	—	—	—	—	—	
120,000	4	4		120,000	—	—	—	—	—	120,000	120,000	—	Accounts to the 31st October, 1905.
35,000	5	5		35,000	—	—	—	—	—	35,000	35,000	—	By Order in Council, 26th July 1905, the Treasury reduced their liability in respect of the dividend on the Guaranteed Capital by the payment of £25,000. The Guaranteed Capital of the Company was reduced by a like amount. Should the railway be opened for traffic at any time, the balance which, jointly with the Treasury, guaranteed to pay to the Crown an annual sum equal to 5 per cent. on the £25,000, as long as the line remains closed.
40,000	4	4		70,000	—	—	—	—	—	70,000	70,000	—	
B&N, V&L, and S&T.													
152,500	4	4		152,500	—	—	—	—	—	152,500	152,500	—	Accounts to the 31st October, 1905.
1,064,230	—	—		1,177,230	—	—	—	—	—	1,177,230	1,173,210	—	TOTAL.
5,088,129	—	—		57,164,787	805,953	—	10,904,435	—	11,710,468	58,405,290	58,412,538	186,010	GRAND TOTAL IRELAND.
10,354	—	—		103,037	—	—	162,417	—	162,417	351,454	351,454	—	

Table X.—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1905

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1905.			TOTAL LENGTH INCLUDING SIDINGS IN EQUIVALENT OF SINGLE TRACK.	PASSENGER TRAFFIC.			
	Double or more.	Single.	TOTAL.		Number of Passengers conveyed (exclusive of Season and Periodical Tickets).			
					1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.
				Miles.				
Ballycastle, ...	-	16	16	16	3,083	5,157	394,683	102,923
Bantry Extension, ...	Worked by the Cork, Brandon, and South Coast.							
Belfast and County Down, (including the "Downpatrick, Killough, and Ardglow.")	22	54	76	119	215,633	506,711	2,197,737	2,920,181
City of Dublin Junction, ...	Worked by the Dublin, Wicklow, and Wexford.							
Clewelly Extension, ...	Worked by the Cork, Brandon, and South Coast.							
Cork and Macroom Direct, ...	-	25	25	27	5,614	21,701	133,514	160,829
Cork, Brandon and South Coast, (including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," "Crossakilly Extension," and "Lee Valley.")	1	94	95	109	15,566	34,232	492,932	653,880
Cork, Blackrock, and Passage, ...	2	14	16	20	137,955	-	356,043	493,998
Donegal—Return for the year ended 1st November, 1905, (including the "Donegal and Killybegs" and the "Stranorlar and Glenties.")	-	106	106	115	4,968	16,111	326,126	367,005
Dublin and Kingstown, ...	Leased to the Dublin, Wicklow, and Wexford.							
Dublin, Wicklow, and Wexford, (including the "City of Dublin Junction" and "Dublin and Kingstown.")	29	132	161	227	328,506	1,627,702	3,275,006	5,231,214
Dundalk, Newry, and Greenore, ...	-	26	26	30	8,264	7,243	161,622	177,025
Great Northern of Ireland, ...	159	374	533	793	145,120	608,635	5,545,003	6,298,758
Great Southern and Western of Ireland, (including the "Athlone and Tuam Extension to Clonsilla," "Collooney and Claremorris," "Headford and Kenmare," "Keshcormer and Valentia," "Southern," "Trillick and Fintona," also the "Waterford and Fermoy" and "Wexford and Rosslare" sections of the "Fiberglass and Rosslare Railways and Harbours Company.")	260	843	1,083	1,494	197,692	460,919	5,161,563	5,759,664

RECEIPTS, &c., of IRISH RAILWAYS in 1905.

EXCEPT WHERE OTHERWISE STATED.

Season or Periodical Traffic—Equivalent Number in Annual Traffic.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			NAME OF COMPANY.
	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
	Tons.	Tons.				
7	10,935	5,775	Mixed.		46,161	Ballycastle. <i>Bantry Extension</i>
2,512	190,586	122,738	(712,830)(a)	93,213	796,043	Belfast and County Down. <i>City of Dublin Junction.</i> <i>Glenties Extension.</i>
32	9,112	32,321	51,879	17,359	69,238(b)	Cork and Maestroom Direct
120	26,463	129,274	228,988	112,308	341,296(c)	Cork, Brandon and South Coast.
446	—	9,584	115,489	8,267	123,756	Cork, Blackrock, and Passage.
65	14,366	47,390	Mixed		251,722	Donegal. <i>Dublin and Keshdown.</i>
1,743	162,336	296,873	1,089,260	260,897	1,350,157	Dublin, Wicklow, and Wexford.
19	9,506	20,288	57,008	25,467	199,630(d)	Dundalk, Newry, and Greenore.
2,023	489,347	589,362	2,537,952(e)	1,943,644	3,610,596	Great Northern of Ireland.
1,691	543,981	1,229,892	3,571,838	1,943,023	5,514,861	Great Southern and Western of Ireland.

(a) Includes 54,653 miles run by rail-motor carriages.

(b) Includes 17,525 miles run by mixed trains.

(c) Includes 44,888 miles run by mixed trains.

(d) Includes 26,350 miles run by mixed trains.

(e) Includes 33,039 miles run by Steam Rail Motor Cars, and 51,601 miles run by Electric Tramway Cars.

continued on next page

Table X.—(continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31st DECEMBER, 1905.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGER					
	RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horse, Dog, &c.
	1st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.	
Ballycastle.	£ 109	£ 263	£ 2,395	£ 24	£ 2,821	£ 412
Bantry Extension.	Worked by the Cork, Brandon, and South Coast.					
Belfast and County Down, (including the "Downpatrick, Killough, and Ardglass.")	3,881	15,288	53,758	17,835	98,762	9,331
City of Dublin Junction.	Worked by the Dublin, Wicklow, and Wexford.					
Clonsilla Extension.	Worked by the Cork, Brandon, and South Coast.					
Cork and Macroom Direct.	427	1,229	5,214	260	7,130	974
Cork, Brandon, and South Coast, (including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Ex- tension," "Clonsilla Extension," and "Ben Valley").	3,661	4,397	22,861	1,656	31,965	5,279
Cork, Blackrock, and Passage.	4,376	—	7,738	2,090	14,204	748
Donagh—Return for the year ended 1st Novem- ber, 1905. (including the "Donagh and Killybegs" and the "Stranorlar and Glenties.")	569	1,408	11,153	289	13,367	2,625
Dublin and Kingstown.	Leased to the Dublin, Wicklow, and Wexford.					
Dublin, Wicklow, and Wexford, (including the "City of Dublin Junction" and "Dublin and Kingstown.")	16,672	44,919	76,026	17,687	155,304	29,413
Dundalk, Newry, and Greenore.	354	342	3,726	105	4,527	1,965
Great Northern of Ireland.	23,108	54,306	300,707	16,123	394,244	77,681
Great Southern and Western of Ireland, (including the "Athenry and Tuam, Ex- tension to Clonsilla," "Collooney and Clonsilla," "Headford and Kesh," "Kilgerlin and Valentia," "Southern," "Tralee and Fermoy," also the "Waterford and Fermoy" and "Wexford and Rosslare" sections of the "Fishguard and Rosslare Railways and Harbours Company.")	52,594	62,613	389,457	16,302	614,966	111,439

RECEIPTS, &c., of IRISH RAILWAYS in 1905.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steam-boats, Canals, Harbours, Docks, &c.	Miscellaneous: Rents, Tolls, Hotels, &c.	Total Gross Receipts from all sources of Traffic.	NAME OF COMPANY.
Mails*.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
£	£	£	£	£	£	£	£	£	
800	3,683	1,465	130	730	2,324	—	93	5,803	Ballycastle.
									<i> Bantry Extension.</i>
1,480	110,043	27,023	2,116	14,335	43,519	—	15,721	169,283	Belfast and County Down.
									<i> City of Dublin Junction.</i>
									<i> Clemshilly Extension.</i>
111	8,215	7,620	1,145	1,267	10,035	—	185	18,443	Cork & Merroom Direct.
5,232	41,436	35,640	5,923	2,546	45,179	—	891	80,416	Cork, Brandon, and South Coast.
38	14,586	1,590	88	—	1,678	6,455	92	23,100	Cork, Blackrock, and Passage.
835	10,923	15,891	2,072	2,545	20,305	—	134	37,365	Donegal.
									<i> Dublin and Keshcove.</i>
10,367	290,994	63,675	10,303	10,334	84,322	—	2,070	294,456	Dublin, Wicklow, and Wexford.
54	6,536	7,074	1,682	657	8,813	—	7,043	21,392	Dundalk, Newry, and Grosvenor.
44,803	522,378	329,384	47,468	70,061	446,897	—	35,825	1,004,610	Great Northern of Ireland.
37,945	685,245	448,411	119,371	79,561	647,073	—	20,971	1,233,269	Great Southern & Western of Ireland.

* Including receipts for carriage of mails by steamboats belonging to the Company.

Table X. (continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1905.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1905.			TOTAL LENGTH INCLUDING BRIDGES IN EQUIVALENT OF SINGLE TRACK.	PASSENGER TRAFFIC.			
	Double or more.	Single.	TOTAL.		Number of Passengers conveyed (exclusive of Season and Periodical Tickets).			
					1st Class.	2nd Class.	3rd Class (including Parliamentary.)	TOTAL.
	Miles.							
Ilen Valley, ...	Worked by the Cork, Brandon, and South Coast.							
Letterkenny, ...	Worked by the Londonderry and Lough Swilly.							
Lisnady and Dungiven, ...	Worked by the Midland (Northern Counties Committee)							
Lisnaw and Ballyvaughan, ...	-	9	9	10	3,018	-	43,708	43,708
Londonderry and Lough Swilly, (including the "Barrage Extension" and "Letterkenny.")	-	90	90	102	12,996	40,187	627,238	680,421
Midland Great Western of Ireland, (including the "Achill Extension," "Ballina and Killybegs," "Ballinacorney and Claremorris," "Galway and Ulfeden," "Leighlin and Ahtymoa," and "Westport and Mullinacorney.")	168	370	538	702	87,554	138,907	1,331,404	1,557,865
Midland (Northern Counties Committee) (including the "Lisnaw and Dungiven.")	36	213	249	285	96,312	155,448	3,173,163	3,424,923
Sligo, Leitrim, and Northern Counties, ...	-	43	43	46	2,545	7,601	120,708	130,854
Southern, ...	Worked by the Great Southern and Western.							
Trillick and Fintona, ...	Worked by the Great Southern and Western.							
Waterford and Tramore, ...	-	7	7	8	78,748	-	170,585	249,333
Waterford and Wexford Line, ...	Worked by the Great Southern and Western							
Waterford, Dungarvan, and Lisnare, and Fermoy and Lisnare Lines.								
TOTAL.	607	2,435	3,042	4,295	1,340,415	3,023,757	23,080,978	27,145,150

RECEIPTS &c., of IRISH RAILWAYS in 1905.

RECEIPT WHERE OTHERWISE STATED.

	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			NAME OF COMPANY.
	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
Tons.	Tons.					
						<i>Don Valley.</i>
						<i>Letterkenny.</i>
						<i>Lisnardsney and Dungannon.</i>
3	4,361	1,169	Mixed.		33,410	Lisnardsney and Ballybunion.
120	16,983	72,671	Mixed.		306,601	Londonderry and Lough Swilly
310	100,200	499,514	1,666,716	908,806	2,594,232	Midland Great Western of Ireland
1,403	305,717	883,625	1,228,022	461,405	1,689,507	Midland (Northern Counties Committee).
44	6,960	37,378	47,267	64,067	178,641 (a)	Sligo, Leitrim, and Northern Counties.
						<i>Southern.</i>
						<i>Trillick and Fintona.</i>
87	3,960	1,710	Mixed.		43,635	Waterford and Tramore
						<i>Waterford and Wexford Lines.</i>
						<i>Waterford, Dungannon, and Lismore, and Ferns and Lismore Lines.</i>
10,187	1,891,522	3,622,244	11,226,164	6,998,728	17,522,537	TOTAL.

(a) Includes 60,000 miles run by mixed trains.

(b) Includes 833,527 miles run by mixed trains.

(continued on next page.)

Table X.—(continued).—Showing LENGTH of LINE, TRAFFIC, GROSS
YEAR ENDED 31ST DECEMBER, 1905.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGERS					
	RECEIPTS FROM PASSENGERS.					EXCESS LEASAGE, PASSENGER HORSES, CARRIAGES, HORSES, &c.
	1st Class.	2nd Class.	3rd Class (including Parliamentary)	Holders of Season or Periodical Tickets.	Total from Passengers.	
	£	£	£	£	£	£
<i>Dea Valley</i>	<i>Worked by the Cork, Bandon, and South Coast.</i>					
<i>Lettistown,</i>	<i>Worked by the Londonderry and Lough Swilly.</i>					
<i>Limerick and Dungannon,</i>	<i>Worked by the Midland (Northern Counties Committee).</i>					
<i>Lisowel and Ballyhunis,</i>	156	—	1,319	33	1,465	396
<i>Londonderry and Lough Swilly,</i> (including the "Burtport Extension," "Carrington Extension," and "Letter- kenney.")	1,117	2,207	15,719	610	19,653	3,765
<i>Midland Great Western of Ireland,</i> (including the "Aghill Extension," "Bollins and Killalea," "Ballynaboe and Clonmorris," "Galway and Clifton," "Loughrea and Athyra," and "Westport and Mullin- nagh.")	24,250	32,699	123,579	3,549	301,067	41,448
<i>Midland (Northern Counties Committee)</i> (including the "Limerick and Dungannon")	9,983	12,329	112,374	10,006	141,692	21,175
<i>Sligo, Letter, and Northern Counties.</i>	413	906	7,306	157	9,422	1,139
<i>Southern,</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Trillick and Faml,</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Waterford and Tramore,</i>	3,317	—	3,339	659	6,805	331
<i>Waterford and Wexford Line,</i>	<i>Worked by the Great Southern and Western. The</i>					
<i>Waterford, Dungannon, and Limerick, and Faml and Tramore Lines.</i>						
TOTAL, ...	168,236	237,343	1,153,792	30,542	1,525,211	306,997

RECEIPTS, &c., of IRISH RAILWAYS in 1905.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steam-boats, Coastal, Harbours, Docks, &c.	Miscellaneous: Rents, Tolls, Hotels, &c.	Total Gross Receipts from all Sources of Traffic.	NAME OF COMPANY.
Mails*.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
£	£	£	£	£	£	£	£	£	
									<i>Des Valley.</i>
									<i>Lifford.</i>
									<i>Lisnady and Dangan.</i>
120	1,543	231	3	466	699	—	66	2,349	<i>Lisnady & Ballyhamon.</i>
1,610	24,028	12,880	1,341	1,911	16,202	—	305	36,935	<i>Londonderry and Lough Swilly.</i>
20,436	271,343	261,537	77,668	18,797	295,204	5,218	10,506	665,170	<i>Midland Great Western of Ireland.</i>
15,321	178,558	165,569	5,698	47,149	158,335	—	23,560	364,686	<i>Midland (Northern Counties Committee).</i>
270	11,927	12,027	2,820	970	15,827	—	123	26,907	<i>Sligo, Leitrim, and Northern Counties.</i>
									<i>Southern.</i>
									<i>Trillick and Point.</i>
12	6,664	258	25	170	423	—	171	7,254	<i>Waterford and Tralee.</i>
<i>Includes as part of the "Fishguard and Rosslare" Railways and Harbours Company's undertakings.</i>									<i>Waterford and Wexford Line.</i> <i>Waterford, Dungarvon, and Lismore, and Fermoy and Lismore Lines.</i>
203,906	2,104,166	1,520,000	277,728	299,686	1,798,396	11,623	129,117	4,845,508	TOTAL.

* Including receipts for carriage of mails by steamboats belonging to the Companies.

Table X. (continued).—Showing LENGTH OF LINE, TRAFFIC, GRASS

YEAR ENDED 31ST DECEMBER, 1905.

NAME OF COMPANY	LENGTH OF LINE IN MILES open on 31st December, 1905.			TOTAL LENGTH, INCLUDING SIDINGS IN EQUIVALENT OF SINGLE TRACK.	PASSENGER TRAFFIC.			
	Double or more.	Single.	TOTAL.		Number of Passengers Conveyed (exclusive of Season and Periodical Tickets).			
					1st Class.	2nd Class.	3rd Class, (including Parsonage-ferry).	TOTAL.
LIGHT RAILWAYS AUTHORISED UNDER THE								
Miles.								
<i>Athlery and Trawa Extension to Clonsilla.</i>					<i>Worked by the Great Southern and Western.</i>			
<i>Ballinacorney and Timoleague Junction.</i>					<i>See Timoleague and Courtmacsherry Extension, &c.</i>			
<i>Ballinacorney and Clonsilla.</i>					<i>Worked by the Midland Great Western of Ireland.</i>			
<i>Beestbrook and Newry Tramway (Electric).</i>					<i>See below under Electric Railway.</i>			
<i>Carriekfergus Harbour Junction.</i>	-	1	1	1	-	-	-	-
<i>Cavan and Leitrim, Limited. Return for the year ended 31st October, 1905.</i>	-	49	49	53	5,313	-	91,234	96,546
<i>Glogher Valley Railway. Return for the year ended 30th September, 1905.</i>	-	37	37	40	9,179	-	106,445	115,624
<i>Cork and Muskerry.</i>	-	18	18	19	52,092	-	265,721	317,813
<i>Donsoughmore Extension.</i>	-	9	9	9	1,283	-	42,064	43,347
<i>Longford and Adilman.</i>					<i>Worked by the Midland Great Western of Ireland.</i>			
<i>Schole and Skibberoon Tramway and Light Railway (including Skibberoon Extension).</i>	-	14	14	15	1,799	-	65,556	67,355
<i>South Clare, Limited.</i>					<i>Worked by the West Clare, Limited.</i>			
<i>Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.</i>	-	9	9	10	2,630	-	41,556	44,186
<i>Trillick and Dingle.</i>	-	37	37	38	4,275	-	68,894	73,169
<i>West Clare, Limited. Return for the year ended 31st October, 1905 (including the "South Clare," Limited).</i>	-	53	53	55	20,843	-	292,472	313,315
TOTAL.	-	257	257	261	103,945	-	850,190	954,135
LIGHT RAILWAY WORKED								
<i>Beestbrook and Newry Tramway.</i>	-	3	3	3	2,416	74,112	44,742	121,270
TOTAL, Light Railways, Ireland.	-	230	230	244	104,361	74,112	894,932	1,073,405
GRAND TOTAL, IRELAND.	557	2,855	(a) 3,312	4,079	1,446,706	3,602,829	21,975,910	25,025,545

(a) For length of line at each gauge see page 55.

RECEIPTS, &c., of IRISH RAILWAYS in 1905.

EXCEPT WHERE OTHERWISE STATED.

GROSS RECEIPTS, including Fares— Number in 1905 Tons.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			NAME OF COMPANY.
	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	

TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.

	Tons.	Tons.				
—	7,108	—	—	541	541	<i>Athlery and Tuam Extension to Clonsilla.</i>
19	10,767	12,891	Mixed.	109,575	109,575	<i>Ballinacorney and Timoleague Junction.</i>
1	7,871	10,546	Mixed.	104,898	104,898	<i>Ballinacorney and Clonsilla.</i>
23	5,006	11,561	Mixed.	87,864	87,864	<i>Bessbrook and Newry Tramway.</i>
8	724	4,750	Mixed.	23,827	23,827	<i>Carrickfergus Harbour Junction.</i>
6	—	5,738	24,803	2,022	27,325	<i>Cavan and Leitrim, Limited.</i>
—	9,717	4,583	Mixed.	27,537	27,537	<i>Clogher Valley Railway.</i>
17	505	13,028	Mixed.	70,310	70,310	<i>Cork and Muskerry.</i>
14	8,707	27,491	Mixed.	130,128	130,128	<i>Donoughmore Extension.</i>
						<i>Leighlin and Aghman.</i>
						<i>Schull and Skibberoon Tramway and Light Railway.</i>
						<i>South Clare, Limited.</i>
						<i>Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.</i>
						<i>Trillick and Dingle.</i>
						<i>West Clare, Limited.</i>
123	50,875	103,531	24,903	2,163	601,156	TOTAL.

BY ELECTRICAL POWER.

17	10,133	—	Mixed.	25,038	25,038	<i>Bessbrook and Newry Tramway.</i>
143	60,706	103,531	24,903	2,163	626,794	TOTAL, Light Railways, Ireland.
160	1,990,500	3,756,775	11,235,967	5,011,869	17,727,321	GRAND TOTAL, IRELAND.

(b) Includes 573,000 miles run by mixed trains.

(c) Includes 600,728 miles run by mixed trains.

(d) Includes 1,430,565 miles run by mixed trains.

[continued on next page.]

Table X. (continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1905.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGERS.						Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.
	RECEIPTS FROM PASSENGERS.						
	1st Class.	2nd Class.	3rd Class (including Parliamentary.)	Holders of Season or Periodical Tickets.	Total from Passengers.		
LIGHT RAILWAYS AUTHORIZED UNDER THE							
	£	£	£	£	£	£	
<i>Athlery and Tralee Extension to Claremorris.</i>	Worked by the Great Southern and Western.						
<i>Ballinacorney and Timoleague Junction.</i>	See Timoleague and Courtmasherry Extension, &c.						
<i>Ballinrobe and Claremorris.</i>	Worked by the Midland Great Western of Ireland.						
<i>Bosbrook and Newry Tramway (Electric).</i>	See below under Electric Railways.						
<i>Carrickfergus Harbour Junction.</i>	—	—	—	—	—	—	
<i>Cavan and Leitrim, Limited. Return for the year ended 31st October, 1905.</i>	463	—	2,167	68	2,638	619	
<i>Clogher Valley Railway. Return for the year ended 30th September, 1905.</i>	458	—	2,824	2	3,284	473	
<i>Cork and Muckery.</i>	1,675	—	4,711	226	6,421	637	
<i>Donoughmore Extension.</i>	32	—	682	21	735	68	
<i>Loxphra and Athyman.</i>	Worked by the Midland Great Western of Ireland.						
<i>Schull and Skibbreen Tramway and Light Railway (including Skibbreen Extension).</i>	130	—	1,156	19	1,306	191	
<i>South Clare, Limited.</i>	Worked by the West Clare, Limited.						
<i>Timoleague and Courtmasherry Extension, and Ballinacorney and Timoleague Junction.</i>	224	—	443	—	667	81	
<i>Trillick and Dingle.</i>	490	—	2,072	45	2,607	601	
<i>West Clare, Limited. Return for the year ended 31st October, 1905, including the "South Clare," Limited.</i>	2,350	—	2,650	113	5,113	928	
TOTAL.	5,522	—	21,730	506	26,758	3,515	
LIGHT RAILWAY WORKED							
<i>Bosbrook and Newry Tramway.</i>	30	561	152	24	767	—	
Total Light Railways, Ireland.	5,552	561	21,882	530	27,525	3,545	
GRAND TOTAL, IRELAND.	10,074	220,924	1,778,674	81,369	1,926,753	212,542	

RECEIPTS, &c., OF IRISH RAILWAYS IN 1905.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steam-boats, Canals, Harbours, Docks, &c.	Miscellaneous Receipts, Tolls, Hotels, &c.	Total Gross Receipts from all sources of Traffic.	NAME OF COMPANY.
Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.									
£	£	£	£	£	£	£	£	£	
—	—	—	—	102	102	2	—	105	<i>Aghery and Tann Extension to Clonsilla.</i>
50	5,280	3,985	1,261	1,009	6,965	—	11	11,281	<i>Ballinacorney and Thurologue Junction, Ballinacorney and Clonsilla.</i>
90	3,946	8,245	281	838	4,462	—	99	8,499	<i>Boothbrook and Newry Tramway (Electric).</i>
—	7,018	1,461	332	506	2,992	—	114	9,454	<i>Carrickfergus Harbour Junction.</i>
—	601	529	39	63	431	—	25	1,357	<i>Oxman and Leitrim, Ltd.</i>
—	1,486	987	518	—	1,525	—	—	2,821	<i>Clogher Valley Railway.</i>
30	796	611	83	135	829	—	—	1,635	<i>Cork and Muskerry.</i>
223	4,504	3,104	505	78	3,687	—	103	8,449	<i>Doneghmore Extension Loughrea and Aghyran.</i>
500	12,962	4,995	1,908	709	7,512	—	30	20,254	<i>Schull and Skibbereen Tramway and Light Railway.</i>
1,473	35,773	18,818	5,117	3,500	27,435	2	450	63,681	<i>South Cliff Limited Timoleague and Court-mossberry Extension, and Ballinacorney and Timoleague Junction.</i>
									<i>Trillick and Dingle.</i>
									<i>West Clare, Limited.</i>
									TOTAL.
BY ELECTRICAL POWER.									
11	798	—	—	806	806	—	55	1,659	<i>Boothbrook and Newry Tramway.</i>
1,481	30,571	18,818	5,117	4,300	28,211	2	495	63,319	<i>Total Light Railways, Ireland.</i>
171,381	2,190,879	1,288,908	282,819	225,001	1,825,761	11,686	129,612	4,108,673	GRAND TOTAL, IRELAND

BY ELECTRICAL POWER.

11	798	—	—	806	806	—	55	1,659	Boothbrook and Newry Tramway.
1,481	30,571	18,818	5,117	4,300	28,211	2	495	63,319	Total Light Railways, Ireland.
171,381	2,190,879	1,288,908	282,819	225,001	1,825,761	11,686	129,612	4,108,673	GRAND TOTAL, IRELAND

Table XI.—Showing WORKING EXPENDITURE, NET RECEIPTS,

YEAR ENDED 31ST DECEMBER, 1905.

NAME OF COMPANY.	Gauge of Line at 31st December, 1905.	Length of Line in Miles open on 31st December, 1905.	WORKING			
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Wagons.	Traffic Expenses (Coaching and Merchandise).
Ballycastle, ...	Ft. in	Miles.	£	£	£	£
Bantry Extension	3 0	16	900	1,300	908	913
Belfast and County Down, (Including the "Downpatrick, Killough, and Ardglass")	Worked by the "Cork, Brandon, and South Coast."					
City of Dublin Junction, ...	5 3	76	18,195	22,511	5,163	23,509
Climakilly Extension	Worked by the Dublin, Wicklow, and Wexford.					
Cork and Macroom Direct, ...	Worked by the Cork, Brandon, and South Coast.					
Cork, Brandon, and South Coast, (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," "Climakilly Extension," and "Dean Valley.")	5 3	25	2,448	1,980	772	3,400
Cork, Blackrock, and Passage, ...	5 3	95	12,414	13,746	6,583	13,294
Cork, Blackrock, and Passage, ...	3 0	16	1,190	3,211	343	2,744
Donegal—Return for the year ended 1st Nov., 1905. (Including the "Donegal and Killybegs" and the "Stranorlar and Glenties.")	3 0	106	5,293	7,439	812	7,715
Dublin and Kingstown, ...	Lent to the Dublin, Wicklow, and Wexford.					
Dublin, Wicklow, and Wexford, (Including the "City of Dublin Junction" and "Dublin and Kingstown.")	5 3	161	42,633	53,561	12,625	46,438
Dundalk, Newry, and Greenore, ...	5 3	25	5,021	3,450	1,201	7,864
Great Northern of Ireland, ...	5 3	533	148,911	156,495	35,074	145,638
Great Southern and Western of Ireland, (Including the "Athenry and Tuam Extension to Clonmorris," "Collooney and Clonmorris," "Howford and Keshmara," "Killoghlin and Valentia," "Southern," "Tralee and Fermoy," also the "Waterford and Fermoy" and "Wexford and Rosslare" sections of the "Fishguard and Rosslare Railways and Harbours Company.")	5 3	1,063	212,758	233,230	57,436	193,694

AND ROLLING STOCK OF IRISH RAILWAYS IN 1905.

EXCEPT WHERE OTHERWISE STATED.

EXPENDITURE.									NAME OF COMPANY.
General Charges.	Rates and Taxes.	Government Passenger Duty.	Compensation to Employed under the Workmen's Compensation Act, 1897.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure (not included in the foregoing).	
£	£	£	£	£	£	£	£	£	
668	80	—	11	—	3	—	—	65	Ballycastle.
									Bantry Extension.
£246	3,284	—	274	323	15	129	3,749	14,266	Belfast and County Down.
									City of Dublin Junction.
									Clonsilla Extension.
1,028	604	—	30	—	2	5	—	—	Cork and Macroom Direct.
2,173	2,152	—	146	—	31	294	—	779	Cork, Brandon, and South Coast.
1,389	230	—	16	—	7	5	5,642	(a) 363	Cork, Blackrock, and Passage.
2,228	768	—	61	367	42	313	—	330	Donegal.
									Dublin and Kildinstown.
14,765	10,603	—	343	1,327	473	18,700	—	1,063	Dublin, Wicklow, and Wexford.
606	302	—	—	12	151	29	—	4,961	Dundalk, Newry, and Greenore.
23,410	32,746	—	432	2,128	1,261	2,169	—	21,632	Great Northern of Ireland.
32,023	46,918	—	3,464	1,625	4,505	7,738	(b) 1,803	11,462	Great Southern and Western of Ireland.

(a) Includes £683 for Hire Purchase of Rolling Stock.
 (b) Cost of Queenstown Tenders.

[Continued on next page]

Table XI.—(continued).—Showing WORKING EXPENDITURE,

YEAR ENDED 31ST DECEMBER 1905

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table X.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
	£	£	£	
Ballycastle, ...	4,004	5,593	1,589	28
Bantry Extension, ...	Worked by the "Cork, Bandon, and South Coast."			
Belfast and County Down, (including the "Downpatrick, Killybegs, and Ardglass")	101,714	103,283	67,560	65
City of Dublin Junction, ...	Worked by the Dublin, Wicklow, and Wexford.			
Clongiffity Extension, ...	Worked by the Cork, Bandon, and South Coast.			
Cork and Macroom Direct, ...	10,379	18,443	8,064	50
Cork, Bandon, and South Coast. (including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," "Clonsilla Extension," and "Ben Valley.")	61,482	89,616	37,004	41
Cork, Blackrock, and Passage, ...	15,182	23,160	7,978	46
Donegal—Return for the year ended 1st Nov. 1905, (including the "Donegal and Killybegs" and the "Stranorlar and Glenties.")	25,411	37,365	11,954	47
Dublin and Kingstown, ...	Leased to the Dublin, Wicklow, and Wexford			
Dublin, Wicklow, and Wexford, (including the "City of Dublin Junction" and "Dublin and Kingstown.")	302,861	294,456	91,586	30
Dundalk, Newry, and Greenore, ...	23,037	22,392	1,145 Deficiency.	—
Great Northern of Ireland, ...	574,336	1,604,610	430,274	57
Great Southern and Western of Ireland, (including the "Athlone and Tullamore Extension to Clonsilla," "Collooney and Clonsilla," "Headford, and Kenmare," "Kilgarra and Valentia," "Southern," "Tralee and Fermoy," also the "Waterford and Fermoy" and "Wex- ford and Rosslare" sections of the "Fish- guard and Rosslare Railways and Harbour Company.")	814,913	1,351,989	537,076	66

NET RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1905,

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1905.						
Locomotives.	CARRIAGES, WAGONS, TROCKS, &c.					NAME OF COMPANY.
	Carrriages used for the Conveyance of Pas- sengers only.	Other Vehicles at- tributed to Passenger Traffic.	Wagons of all kinds used for the Convey- ance of Live Stock, Minerals, or General Merchandise.	Other Carrriages or Wagons used on the Railway, not in- cluded in the preced- ing columns.	Total Number of Vehi- cles of all descriptions, exclusive of Loco- motives.	
No.	No.	No.	No.	No.	No.	
3	13	2	59	—	74	Ballyenastie.
						<i>Bantry Extension.</i>
36	(a) 135	19	617	37	809	Belfast and County Down.
						<i>City of Dublin Junction.</i>
						<i>Glenside Extension.</i>
4	25	2	100	3	130	Cork and Macroom Direct.
20	47	17	394	20	478	Cork, Brandon, and South Coast
4	28	—	21	—	54	Cork, Blackrock, and Passage.
15	43	10	211	23	287	Donegal.
						<i>Dublin and Kingsforn.</i>
58	232	69	825	17	1,213	Dublin, Wicklow, and Wexford.
6	15	10	187	6	228	Dundalk, Newry, and Greenore.
157	(b) 321	300	4,293	175	(b) 5,419	Great Northern of Ireland.
293	(c) 498	500	6,505	332	7,745	Great Southern and Western of Ireland.

(a) Including 2 Steam Motor Carriages.
 (b) Includes 3 Steam Rail Motors and 11 Electric Tram Cars.
 (c) Includes 1 Rail Motor Carriage.

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET
YEAR ENDED 31ST DECEMBER, 1905.

NAME OF COMPANY.	Gauge of Line.	Length of Line open on 31st December, 1905.	WORKING			
			Maintenance of Way, £.	Locomotive Power (including Stationary Engines), £.	Repairs and Renewals of Carriages and Wagons, £.	Traffic Expenses (Coaching and Merchandise), £.
<i>Des Valley,</i>			<i>Worked by the Cork, Bandon, and South Coast.</i>			
<i>Letterkenny,</i>			<i>Worked by the Londonderry and Lough Swilly.</i>			
<i>Lisnavady and Dungiven,</i>			<i>Worked by the "Midland (Northern Counties Committee)."*</i>			
<i>Listowel and Ballybunion,</i>	(a)	9	504	901	104	365
<i>Londonderry and Lough Swilly (including the "Barrington Extension," "Carndonagh Extension," and "Letterkenny.")</i>	3 0	99	5,568	10,407	891	7,399
<i>Midland Great Western of Ireland. (including the "Achill Extension," "Ballina and Kesh," "Ballinrobe and Claremorris," "Galway and Clifden," "Loughrea and Atlymon," and "Westport and Mallowan.")</i>	5 3	638	79,018	146,868	23,336	80,786
<i>Midland (Northern Counties Committee) (including the "Lisnavady and Dungiven.")</i>	5 3	301	47,726	65,563	19,121	63,668
<i>Ballymena and Larne and Cumbrell Branches of the Midland (Northern Counties).</i>	3 0	43				
	—	269				
<i>Sligo, Leitrim, and Northern Counties,</i>	5 3	43	4,506	6,863	2,380	3,686
<i>Southern,</i>			<i>Worked by the Great Southern and Western.</i>			
<i>Trails and Feth,</i>			<i>Worked by the Great Southern and Western.</i>			
<i>Waterford and Tramore,</i>	5 3	7	667	1,239	261	670
<i>Waterford and Wexford Line,</i>			<i>Worked by the Great Southern and Western.</i>			
<i>Waterford, Dungarvan, and Lismore, and Fernoy and Lismore Lines.</i>						
TOTAL, ...	—	3,082	589,215	681,494	170,576	603,431

(a) The Listowel and Ballybunion line is constructed with a single elevated rail.

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1905.

EXCEPT WHERE OTHERWISE STATED.

EXPENDITURE.

General Charges.	Rates and Taxes.	Government Passenger Duty.	Compensation to Employees under the Workmen's Compensation Act, 1897.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure (not included in the foregoing).	NAME OF COMPANY.
£	£	£	£	£	£	£	£	£	
									<i>Don Valley.</i>
									<i>Letterkenny.</i>
									<i>Lisnawdy and Dapheen.</i>
268	13	—	14	—	—	14	—	—	<i>Listowel and Ballybunion.</i>
2,451	251	—	67	35	52	1,638	—	—	<i>Londonderry and Lough Swilly.</i>
16,337	15,967	—	85	3,070	1,618	1,538	6,753	—	<i>Midland Great Western of Ireland.</i>
12,186	8,125	—	310	568	174	613	—	23,888	<i>Midland (Northern Counties Committee).</i>
1,015	150	—	56	—	15	14	—	1,905	<i>Sligo, Leitrim, & Northern Counties.</i>
									<i>Southern.</i>
									<i>Tralee and Feth.</i>
330	130	—	13	—	—	—	—	—	<i>Waterford and Tramore.</i>
									<i>Waterford and Wexford Lines.</i>
									<i>Waterford, Dussanran and Lismore, and Fermoy and Lismore Lines.</i>
138,000	125,750	—	5,321	9,325	8,248	33,260	17,413	81,276	TOTAL.

(continued on next page.)

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET
YEAR ENDED 31ST DECEMBER, 1905

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table X.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
	£	£	£	
<i>Ilen Valley, ...</i>	<i>Worked by the Cork, Brandon, and South Coast.</i>			
<i>Letterkenny, ...</i>	<i>Worked by the Londonderry and Lough Swilly.</i>			
<i>Lisnaveedy and Dungannon, ...</i>	<i>Worked by the "Midland (Northern Counties Committee)."</i>			
<i>Listowel and Ballyhannon,*</i>	2,193	2,329	156	68
<i>Londonderry and Lough Swilly (including the "Bustonport Extension," "Carnoonagh Extension" and "Letterkenny.")</i>	27,903	30,935	12,032	70
<i>Midland Great Western of Ireland, (Including the "Achill Extension," "Ballina and Killybegs," "Ballinacorney and Claremorris," "Galway and Clifden," "Longbrea and Attymon," and "Westport and Malinbeg.")</i>	350,500	585,170	235,661	58
<i>Midland (Northern Counties Committee) (Including the "Lisnaveedy and Dungannon.") Ballymena and Larne and Cushendall Branches of the Midland (Northern Counties). }</i>	235,675	364,698	128,011	65
<i>Sligo, Leitrim, and Northern Counties, ...</i>	21,012	26,967	5,955	28
<i>Southern, ...</i>	<i>Worked by the Great Southern and Western.</i>			
<i>Trillick and Feshil, ...</i>	<i>Worked by the Great Southern and Western.</i>			
<i>Waterford and Tramore, ...</i>	3,369	7,294	3,925	40
<i>Waterford and Wexford Line, ...</i>	<i>Worked by the Great Southern and Western.</i>			
<i>Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.</i>				
TOTAL, ...	2,454,467	4,043,303	1,683,911	61

* The Listowel and Ballyhannon line is constructed with a single elevated rail.

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1905.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1905.						NAME OF COMPANY.
Locomotives.	CARRIAGES, WAGONS, TRUCKS, &c.					
	Carriages used for the Conveyance of Pas- sengers only.	Other Vehicles at- tached to Passenger Trains.	Wagons of all kinds used for the Convey- ance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Wagons used on the Railway, not in- cluded in the prece- ding columns.	Total Number of Vehi- cles of all descriptions, exclusive of Loco- motives.	
No.	No.	No.	No.	No.	No.	
						<i>New Valley.</i>
						<i>Letterkenny.</i>
						<i>Livinstony and Dungiven.</i>
3	13	—	24	2	39	Lisowel and Ballybanion.
15	36	12	248	5	301	Londonderry and Lough Swilly.
139	194	260	2,763	100	3,350	Midland Great Western of Ireland.
77	(a) 223	143	2,272	71	2,708	Midland (Northern Counties Committee).
11	13	13	133	—	213	Sligo, Leitrim, and Northern Counties.
						<i>Southern.</i>
						<i>Tralee and Fermoy.</i>
4	17	1	9	2	29	Waterford and Tramore.
						<i>Waterford and Wexford Lines.</i>
						<i>Waterford, Dungarvan, and Tramore, and Fermoy and Lismore Lines</i>
329	1,308	1,161	19,006	933	22,097	TOTAL.

(a) Includes 2 Steam Motor Carriages.

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET
YEAR ENDED 31ST DECEMBER, 1905.

NAME OF COMPANY.	Gauge of Line.	Length of Line open on 31st December, 1905.	WORKING					
			Maintenance Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Wagons.	Traffic Expenses (Coaching and Merchandise).	General Charges.	
LIGHT RAILWAYS AUTHORISED UNDER								
	Ft. in.	Miles.	£	£	£	£	£	
Atkerry and Tamm Extension to Clonsilla, ...			Worked by the Great Southern and Western,					
Ballinacorney and Timoleague Junction, ...			See Timoleague and Courtmacsherry Extension, &c.					
Ballinrobe and Clonsilla, ...			Worked by the Midland Great Western of Ireland.					
Bessbrook and Newry Tramway (Electric).			See below under Electric Railways.					
Carriekfergus Harbour Junction, ...	5 3	1	47	48	—	10	45	
Cavan and Leitrim, Limited—Return for the year ending 31st October, 1905.	3 0	49	2,841	3,430	652	2,707	741	
Clogher Valley Railway—Return for the year ending 30th September, 1905.	3 0	37	1,927	2,827	748	1,711	810	
Cork and Muskerry, ...	3 0	18	1,552	2,300	1,001	1,944	624	
Donoughmore Extension, ...	3 0	9	518	602	100	325	124	
Loughrea and Aghyva, ...			Worked by the Midland Great Western of Ireland.					
Schull and Skibbereen Tramway and Light Railway (including "Skibbereen Extension.")	3 0	14	1,037	1,543	395	693	226	
South Clare, Limited, ...			Worked by the West Clare, Limited.					
Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction, ...	5 3	9	447	1,051	122	634	250	
Trillick and Dingle, ...	3 0	37	4,578	5,015	1,850	2,285	699	
West Clare, Limited—Return for the year ending 31st October, 1905 (including the "South Clare," Limited).	3 0	55	5,084	7,678	2,435	4,221	2,027	
TOTAL	—	227	18,042	24,049	7,322	14,313	5,626	
LIGHT RAILWAY WORKED								
Bessbrook and Newry Tramway, ...	3 0	3	137	208	95	671	386	
TOTAL LIGHT RAILWAYS—IRELAND, ...	—	230	18,229	24,257	7,417	14,994	6,012	
GRAND TOTAL—IRELAND, ...	—	(a) 3,312	607,474	706,631	177,908	618,535	135,642	

(a) The following Statement shows the length of line at each gauge open in Ireland in the year 1905* :—

Gauge, ...	Ft. in. 3 0	Ft. in. 5 3
Length, ...	Miles. 505	Miles. 2,798

* Exclusive of the Listowel and Ballybunion Railway, nine miles in length, constructed with a single elevated rail.

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1905.

EXCEPT WHERE OTHERWISE STATED.

EXPENDITURE.

Bates and Taxes.	Government Duty.	Compensation to Em- ployees under the Work- men's Compensation Act, 1907.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure (not in- cluded in the foregoing).	NAME OF COMPANY.
------------------	---------------------	--	--	---	--------------------------------------	--	--	------------------

THE TRAMWAYS (IRELAND) ACTS, 1860 TO 1863, &c.

£	£	£	£	£	£	£	£	
								<i>Athlery and Town Extension to Claremorris.</i>
								<i>Ballinacorney and Timoleague Junc- tion.</i>
								<i>Ballinrobe and Claremorris.</i>
								<i>Beshbrook and Newry Tramway.</i>
16	—	—	—	—	8	—	—	<i>Carriekfergus Harbour Junction.</i>
122	—	—	—	—	12	—	41	<i>Cavan and Letterfrim, Limited.</i>
63	—	—	—	3	54	—	88	<i>Clogher Valley Railway.</i>
85	—	—	—	7	—	—	33	<i>Cork and Muskerry.</i>
18	—	—	—	—	—	—	2	<i>Donoughmore Extension.</i>
								<i>Loughrea and Athyman.</i>
27	—	10	—	—	7	—	27	<i>Seabland Skibbereen Tramway and Light Railway.</i>
6	—	—	—	—	2	—	—	<i>South Clare, Limited.</i>
100	—	25	—	34	55	—	—	<i>Timoleague and Courtmasherry Extension and Ballinacorney and Timoleague Junction.</i>
128	—	103	6	12	318	—	51	<i>Trillick and Dingle.</i>
578	—	118	6	55	458	—	202	<i>West Clare, Limited.</i>
								TOTAL.

BY ELECTRICAL POWER.

165	—	—	—	—	—	—	—	<i>Beshbrook and Newry Tramway.</i>
723	—	145	6	56	654	—	242	TOTAL LIGHT RAILWAYS—IRELAND.
121,632	—	5,610	9,331	8,804	53,715	17,413	81,593	GRAND TOTAL—IRELAND.

[continued on next page.]

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31ST DECEMBER, 1905.

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table X.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
LIGHT RAILWAYS AUTHORISED UNDER				
	£	£	£	
<i>Albury and Tasey Extension to Clonsilla,</i>	<i>Worked by the Great Southern and Western.</i>			
<i>Ballinacorney and Timoleague Junction,</i>	<i>See Timoleague and Courtmacsherry Extension, &c.</i>			
<i>Ballinacorney and Clonsilla,</i>	<i>Worked by the Midland Great Western of Ireland.</i>			
<i>Beestbrook and Newry Tramway (Electric),</i>	<i>See below under Electric Railways.</i>			
<i>Carrickfergus Harbour Junction,</i>	172	105	67	—
<i>Cavan and Leitrim, Limited—Return for the year ending 31st October, 1905.</i>	10,556	11,280	Deficiency 724	94
<i>Clogher Valley Railway—Return for the year ending 30th September, 1905.</i>	8,241	8,460	139	98
<i>Cork and Muskerry,</i>	7,530	9,454	1,924	80
<i>Donoughmore Extension,</i>	1,766	1,257	509	—
<i>Leighlin and Artyson,</i>	<i>Worked by the Midland Great Western of Ireland.</i>			
<i>Schull and Skibbereen Tramway and Light Railway (including "Skibbereen Extension").</i>	4,058	2,821	Deficiency 1,237	—
<i>South Clare, Limited,</i>	<i>Worked by the West Clare, Limited.</i>			
<i>Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.</i>	2,312	1,625	Deficiency 687	—
<i>Trillick and Dingle,</i>	14,067	8,449	Deficiency 5,618	—
<i>West Clare, Limited—Return for the year ending 31st October, 1905 (including the "South Clare, Limited)."</i>	21,406	20,254	Deficiency 1,152	—
TOTAL,	70,828	63,651	Deficiency 7,177	—
LIGHT RAILWAY WORKED				
<i>Beestbrook and Newry Tramway,</i>	1,522	1,630	67	96
TOTAL LIGHT RAILWAYS—IRELAND,	72,420	65,310	Deficiency 7,110	—
GRAND TOTAL—IRELAND,	2,526,577	4,108,675	1,582,098	62

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1905.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1905.						NAME OF COMPANY.
Locomotives.	CARRIAGES, WAGONS, TRUCKS, &c.					
	Carriages used for the Conveyance of Pas- sengers only.	Other Vehicles at- tached to Passenger Trains.	Wagons of all kinds used for the Convey- ance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Wagons used on the Railway, not in- cluded in the preced- ing columns.	Total Number of Vehi- cles of all descriptions, exclusive of Loco- motives.	
THE TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.						
No.	No.	No.	No.	No.	No.	
—	—	—	—	—	—	<i>Albany and Town Extension to Clare- mont.</i>
						<i>Ballinacorney and Timoleague Junction.</i>
						<i>Ballinacorney and Clonsilla.</i>
						<i>Bessbrook and Newry Tramway.</i>
						<i>Carrickfergus Harbour Junction.</i>
9	12	12	130	0	160	<i>Cavan and Leitrim, Limited.</i>
0	15	7	97	—	117	<i>Clogher Valley Railway.</i>
7	19	8	52	(a) 4	83	<i>Cork and Muskerry.</i>
1	2	1	12	—	15	<i>Donoughmore Extension.</i>
						<i>Loughrea and Aghyran.</i>
4	7	4	43	2	58	<i>Schull and Skibbereen Tramway and Light Railway.</i>
						<i>South Clare, Limited.</i>
3	4	—	30	—	24	<i>Timoleague and Carrigroherry Exten- sion and Ballinacorney and Timo- league Junction.</i>
7	15	—	63	—	79	<i>Trolee and Dingle.</i>
39	24	7	102	12	185	<i>West Clare, Limited.</i>
47	97	39	519	24	679	TOTAL.
BY ELECTRICAL POWER.						
—	3 (b)	2	19	—	24	<i>Bessbrook and Newry Tramway.</i>
47	100	41	538	24	703	TOTAL LIGHT RAILWAYS—IRELAND.
576	2,008	1,399	19,833	953	23,900	GRAND TOTAL, IRELAND.

(a) Timber Trucks. (b) Including 2 Motor Carriages.

(a) Timber Trucks.

(b) Including 2 Motor Carriages.

Table XII.—Showing the EQUIVALENT NUMBER OF ANNUAL TICKETS issued from IRISH RAILWAYS, and the RECEIPTS therefrom in 1905.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets)	TOTAL.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets.)	TOTAL.
Ballycastle, ...	4	—	3	7	£ 10	—	£ 14	£ 24
Belfast and County Down, ...	649	1,368	—	2,017	5,788	12,047	—	17,835
Cork and Macroom District, ...	1	14	37	52	11	86	168	265
Cork, Brandon, and South Coast, ...	5	65	338	428	26	894	726	1,646
(Including leased and worked lines, for names of which see p. 35.)								
Cork, Blackrock, and Passage, ...	155	—	287	442	1,018	—	1,608	2,626
Donegal, ...	2	12	—	14	12	57	—	69
Dublin, Wicklow, and Wexford, ...	608	1,235	—	1,843	7,699	10,167	—	17,866
(Including leased and worked lines, for names of which see p. 35.)								
Dundalk, Newry, and Greenore, ...	—	1	13	14	—	5	190	195
Great Northern of Ireland, ...	327	1,322	333	2,022	3,237	10,079	2,877	16,193
Great Southern & Western of Ireland, ...	140	335	333	1,014	1,865	4,574	3,863	10,292
(Including leased and worked lines, for names of which see p. 35.)								
Lislow and Ballybunion, ...	1	—	2	3	12	—	21	33
Londonderry and Lough Swilly, ...	11	17	92	120	85	136	389	610
(Including leased and worked lines, for names of which see p. 35.)								
Midland Great Western of Ireland, ...	54	216	40	310	975	2,226	345	3,546
(Including leased and worked lines, for names of which see p. 40.)								
Midland (N. Irln. Counties Committee)	198	262	843	1,303	1,091	2,485	5,530	10,006
(Including leased and worked lines, for names of which see p. 40.)								
Sligo, Letterkenny, and Northern Counties, ...	6	15	23	44	27	45	85	157
Waterford and Tramore, ...	72	—	15	87	569	—	101	670
TOTAL, ...	2,146	5,285	2,456	10,187	22,699	42,641	15,932	81,272
LIGHT RAILWAYS.								
Beechbrook and Newry Tramway, ...	See below under Light Railway worked by Electrical Power.							
Cavan and Letterkenny, Limited, ...	5	—	14	19	28	—	40	68
Clogher Valley Railway, ...	—	—	1	1	—	—	2	3
Cork and Muskerry Light, Limited, ...	8	—	69	77	49	—	180	257
Donoughmore Extension, ...	—	—	8	8	—	—	21	29
Skull and Skibbereen Tramway and Light Railway, ...	—	—	6	6	—	—	19	25
Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction, ...	No Season Tickets issued							
Trillick and Dingle, ...	2	—	15	17	20	—	25	45
West Clare (including the South Clare), ...	4	—	10	14	49	—	61	113
LIGHT RAILWAY WORKED BY ELECTRICAL POWER.								
Beechbrook and Newry Tramway	—	17	—	17	—	24	—	24
TOTAL, IRELAND, ...	2,155	5,302	2,470	10,227	22,845	42,665	16,050	81,560
TOTAL UNITED KINGDOM, ...	123,823	157,685	375,563	657,071	1,641,388	1,024,028	1,643,401	4,308,817

Table XIII.

RAILWAYS AUTHORISED UNDER THE LIGHT RAILWAYS (IRELAND) ACT, 1889, THE RAILWAYS (IRELAND) ACT, 1890, THE TRANSFER OF RAILWAYS (IRELAND) ACT, 1890, THE LIGHT RAILWAYS (IRELAND) ACT, 1893, AND THE RAILWAYS (IRELAND) ACT, 1896.

LENGTH of RAILWAYS authorised at 31st December, 1905, under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, the Light Railways (Ireland) Act, 1893, and the Railways (Ireland) Act, 1896 ; also the names of the Companies by which such lines are worked, or are to be worked.

Name of Railway.	Length of Line.	Working Railway Company.
	Miles.	
Achill Extension, ...	8½	Midland Great Western of Ireland.
Bellin and Killala, ...	8	Midland Great Western of Ireland.
Baltimore and Skibbereen, ...	7½	Cork, Bandon, and South Coast.
Bantry Bay Extension, ...	2	Cork, Bandon, and South Coast.
Buscra and Caradonagh, ...	18½	Londonderry and Lough Swilly.
Claremorris and Swinford, ...	17½	Great Southern and Western of Ireland.
Collooney and Swinford, ...	29½	Great Southern and Western of Ireland.
Donagal and Killybegs, ...	19	Donagal.
Downpatrick, Kilsough, and Ardglass, ...	8	Belfast and County Down.
Galway and Clifden, ...	49	Midland Great Western of Ireland.
Headford and Kenmare, ...	19½	Great Southern and Western of Ireland.
Killoggin and Valentia, ...	26½	Great Southern and Western of Ireland.
Lettakenny and Burtonport, ...	49½	Londonderry and Lough Swilly.
Stranlar and Glenties, ...	24½	Donagal.
Westport and Malinbeg, ...	18	Midland Great Western of Ireland.

SHIPPING.

It appears from the following Table, (XIV.), that the yearly average tonnage of vessels in foreign trade* which were *entered* in the Ports of Ireland during the ten years 1895-1904 was 1,199,036 ; the highest tonnage was 1,347,904 in 1903, and the lowest 1,022,536, in 1895 ; in 1905 the tonnage (1,171,827) entered was 145,438 under the tonnage for 1904, and 27,209, or 2·3 per cent., below the average for the ten years 1895-1904. The average tonnage of vessels in the coasting trade entered in the Ports of Ireland during the decade 1895-1904, was 5,649,565; the tonnage entered in 1905 was 5,834,245, being 50,284 above that for the year 1904, and 184,680, or 3·3 per cent., more than the yearly average for the ten years 1895-1904.

The average tonnage of vessels in the foreign trade* *cleared*† during the ten years 1895-1904 was 482,373 ; the tonnage cleared† in 1905 was 479,494, being 2,879, or 0·6 per cent., under the average, and 76,703 over the tonnage for 1904. The average tonnage of vessels in the coasting trade cleared during the ten years 1895-1904 was 4,378,081 ; in 1905 the tonnage was 4,604,611, being 226,530, or 5·2 per cent. more than the average for the decade 1895-1904, and 108,376 over the tonnage for 1904.

Table XV., on page 64, shows, for each of the Ports in Ireland, the number and tonnage of vessels entered and cleared during the year 1905.

* Some of the vessels only partially discharged or loaded their cargoes.
See Table XV.

† See note (*) on page 63.

Table XIV.—Showing, for each of the Years 1895–1905, the Tonnage of Vessels Entered and Cleared in the Ports of Ireland; and the Averages for the Ten Years 1895–1904.

Years.	Imports.				Exports.			
	Foreign Trade (with Cargoes and in Ballast).		Coasting Trade (with Cargoes only).		Foreign Trade (with Cargoes and in Ballast).		Coasting Trade (with Cargoes only).	
	Tonnage.	Increase.	Decrease.	Tonnage.	Tonnage.	Increase.	Decrease.	Tonnage.
1895.	1,022,536	-	43,094	5,723,573	40,067	-	-	4,355,027
1896.	1,093,029	60,493	-	5,683,043	-	87,364	-	4,344,077
1897.	1,235,721	142,692	-	5,736,013	55,271	-	-	4,335,522
1898.	1,145,023	-	91,003	5,706,168	-	26,999	40,950	4,335,522
1899.	1,192,461	46,938	-	5,672,707	-	36,351	33,423	4,335,522
1900.	1,142,713	-	49,693	5,485,022	-	207,666	-	4,335,522
1901.	1,180,467	45,854	-	5,472,807	7,115	-	87,716	4,295,163
1902.	1,212,711	123,144	-	5,584,023	111,716	-	35,347	4,335,029
1903.	1,217,964	35,193	-	5,665,592	81,029	-	-	4,335,029
1904.	1,237,255	-	20,439	5,733,981	118,369	-	99,045	4,335,029
Average, 1895–1904.	1,189,036	-	-	5,643,465	-	-	-	4,374,081
1905.	1,171,827	Decrease compared with Average, 27,209	-	5,584,245	Increase compared with Average, 184,680	-	Decrease compared with Average, 2,679	4,364,611
								Increase compared with Average, 230,340

* Vessels to foreign trade leaving the Ports of Ireland, in ballast (unless headed, steam have been taken on board) for any other Port in the United Kingdom are not cleared.

Table XV.—A Return showing the Number and Tonnage of Vessels Entered and Cleared in the Ports of Ireland, together with the Number and Tonnage of such Vessels as only partially Loaded or Discharged their Cargoes during the Year ended 31st December, 1905.

NAME OF PORT.	NUMBER AND TONNAGE OF VESSELS ENTERED AND CLEARED.										NUMBER AND TONNAGE OF VESSELS THAT ONLY PARTIALLY LOADED OR DISCHARGED THEIR CARGOES. (Foreign + Trade only.)			
	ENTERED.					CLEARED.								
	Foreign Trade (with Cargoes and in Ballast).					Coasting Trade (with Cargoes and in Ballast).								
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Belfast	455	692,078	10,077	2,170,006	102	278,491	6,976	1,890,473	315	188,777	3	994		
Cork	136	119,089	2,649	490,810	44	28,155	1,248	368,602	71	40,687	-	-		
Sligo	6	2,439	350	88,898	2	1,097	185	35,124	2	67	-	-		
Tralee	43	14,397	351	58,223	14	3,914	146	37,584	18	4,714	-	-		
Dublin	303	860,027	6,003	1,604,461	121	121,028	4,710	1,893,602	227	175,898	90	22,828		
Drogheda	8	3,534	379	69,100	1	127	997	71,228	1	654	-	-		
Galway	16	8,960	184	30,621	8	9,165	78	17,032	2	1,807	1	194		
Sligo	33	20,574	685	75,692	1	243	500	38,180	7	1,487	-	-		
Wexford	6	1,493	410	40,418	-	-	430	30,871	6	1,495	-	-		
Limerick	75	72,823	428	34,456	25	20,021	323	62,865	16	6,663	7	1,019		
Londonderry	42	34,050	1,543	284,335	11	11,227	953	218,989	1	723	-	-		
Coleraine	2	340	403	35,043	-	-	358	31,436	-	-	-	-		
Newry	9	8,126	1,690	902,032	8	3,321	983	149,185	1	577	-	-		
Dundalk	11	5,378	810	95,586	1	394	328	54,565	-	-	-	-		
Waterford	33	30,757	1,943	446,378	21	3,718	1,344	368,841	1	1,567	-	-		
Wexford	8	394	693	71,812	2	188	935	46,008	-	-	-	-		
TOTALS	1,384	1,171,827	28,872	5,831,245	455	479,494	19,003	4,094,011	468	431,501	46	20,682		

* Statistics of Coasting trade not available.

In conclusion, I beg to state that the Department are much indebted to the Authorities of the various Joint Stock Banks of Ireland, and of the Post Office Savings Bank Department; the Comptroller-General of the National Debt Office; the Governor of the Bank of Ireland; the Chairmen and Directors of the several Railway Companies; the Board of Trade; and the Board of Customs; for the valuable information which they afforded in connection with the compilation of the Statistics in this Report.

I have the honour to be,

SIR, -

Your obedient Servant,

W. G. S. ADAMS,

*Superintendent of Statistics
and Intelligence Branch.*

DEPARTMENT OF AGRICULTURE
AND TECHNICAL INSTRUCTION FOR IRELAND,
UPPER MERRION STREET,
Dublin, 31st October, 1906.

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DUBLIN CASTLE,

6th November, 1906.

SIR,

I have to acknowledge the receipt of your letter of the 3rd instant forwarding, for submission to His Excellency the Lord Lieutenant, the Report on the Banking, Railway, and Shipping Statistics of Ireland for the half-year ended the 30th June, 1906.

I am,

SIR,

Your obedient Servant,

J. B. DOUGHERTY.

The Secretary,

Department of Agriculture

and Technical Instruction

for Ireland.

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